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(54) **VEHICLE STABILIZATION IN THE EVENT OF LARGE DETONATION**

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CPC **F41H 13/00** (2013.01); **B62D 39/00** (2013.01); **F41B 9/0087** (2013.01); **F41H 5/007** (2013.01); **F41H 7/04** (2013.01); **F41H 7/042** (2013.01)

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CPC F41H 7/042; F41H 5/007

USPC 89/36.02, 36.08, 36.17; 180/295, 299, 180/24.07; 701/45, 36

See application file for complete search history.

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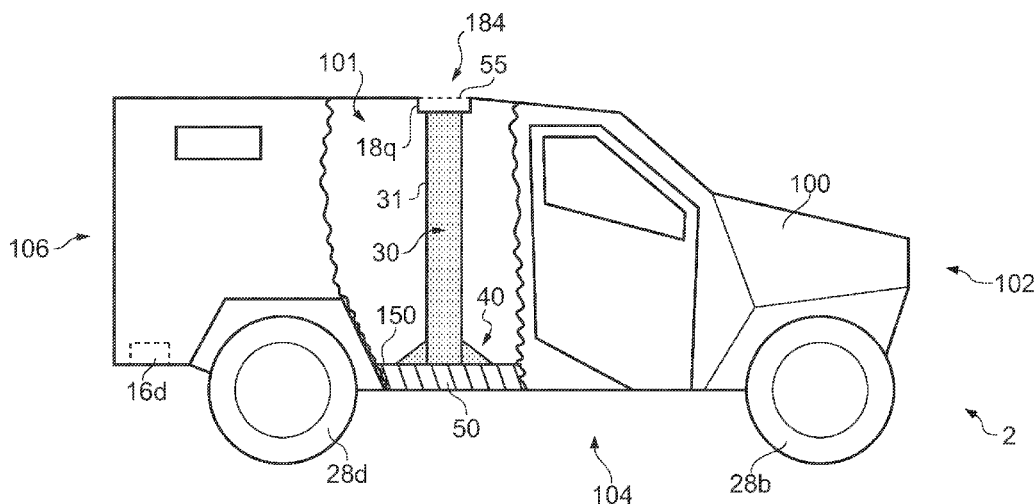
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(57) **ABSTRACT**

A vehicle, apparatus, method and computer program are provided. The vehicle comprises: vehicle stabilizing means for ejecting at least one non-gaseous mass; means for detecting an explosion local to the vehicle; and control means for controlling, in response to detection of an explosion local to the vehicle, the vehicle stabilizing means to eject at least one non-gaseous mass in order to apply a force to the vehicle and stabilize the vehicle in response to the explosion.

23 Claims, 16 Drawing Sheets



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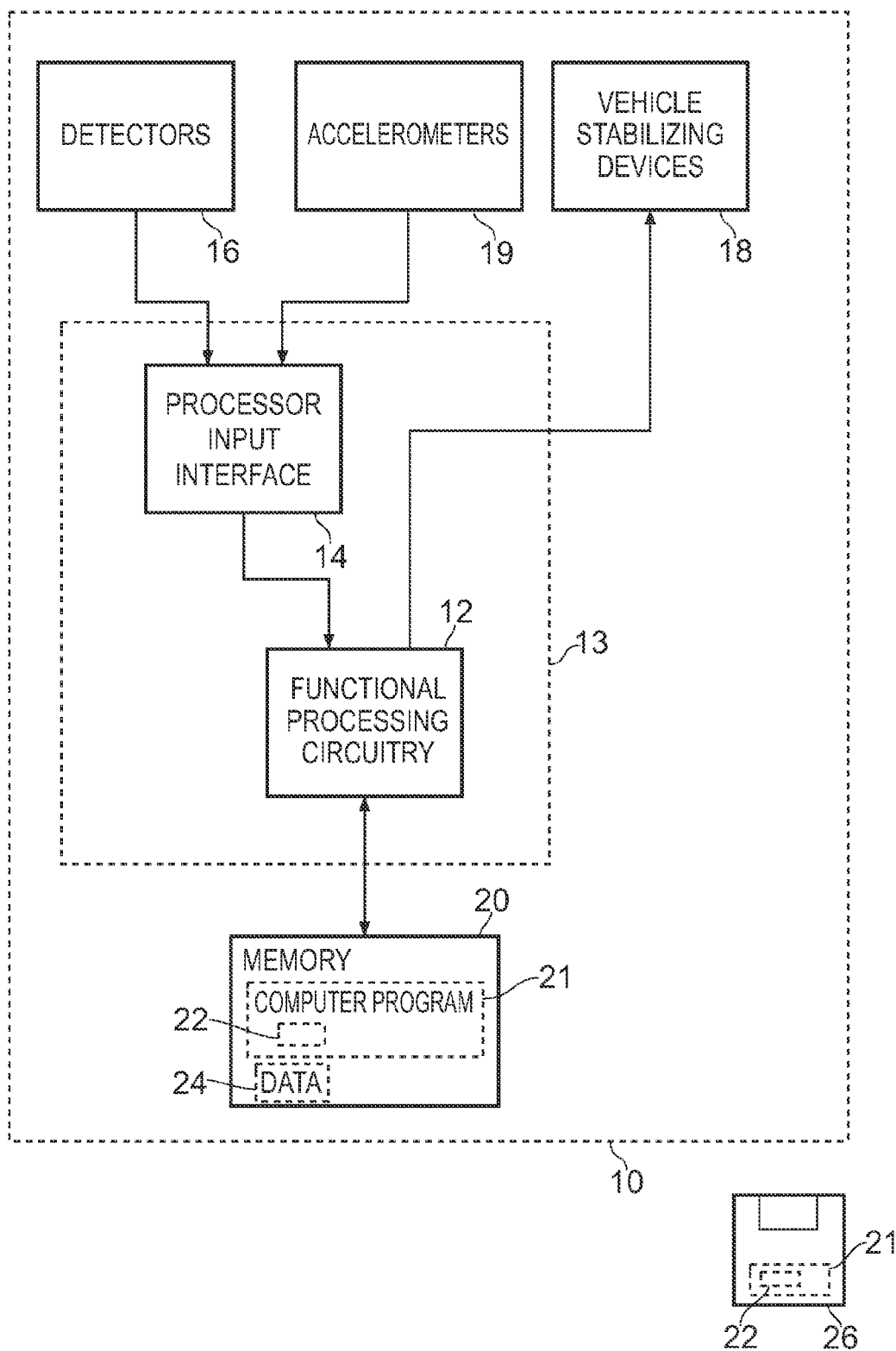


FIG. 1

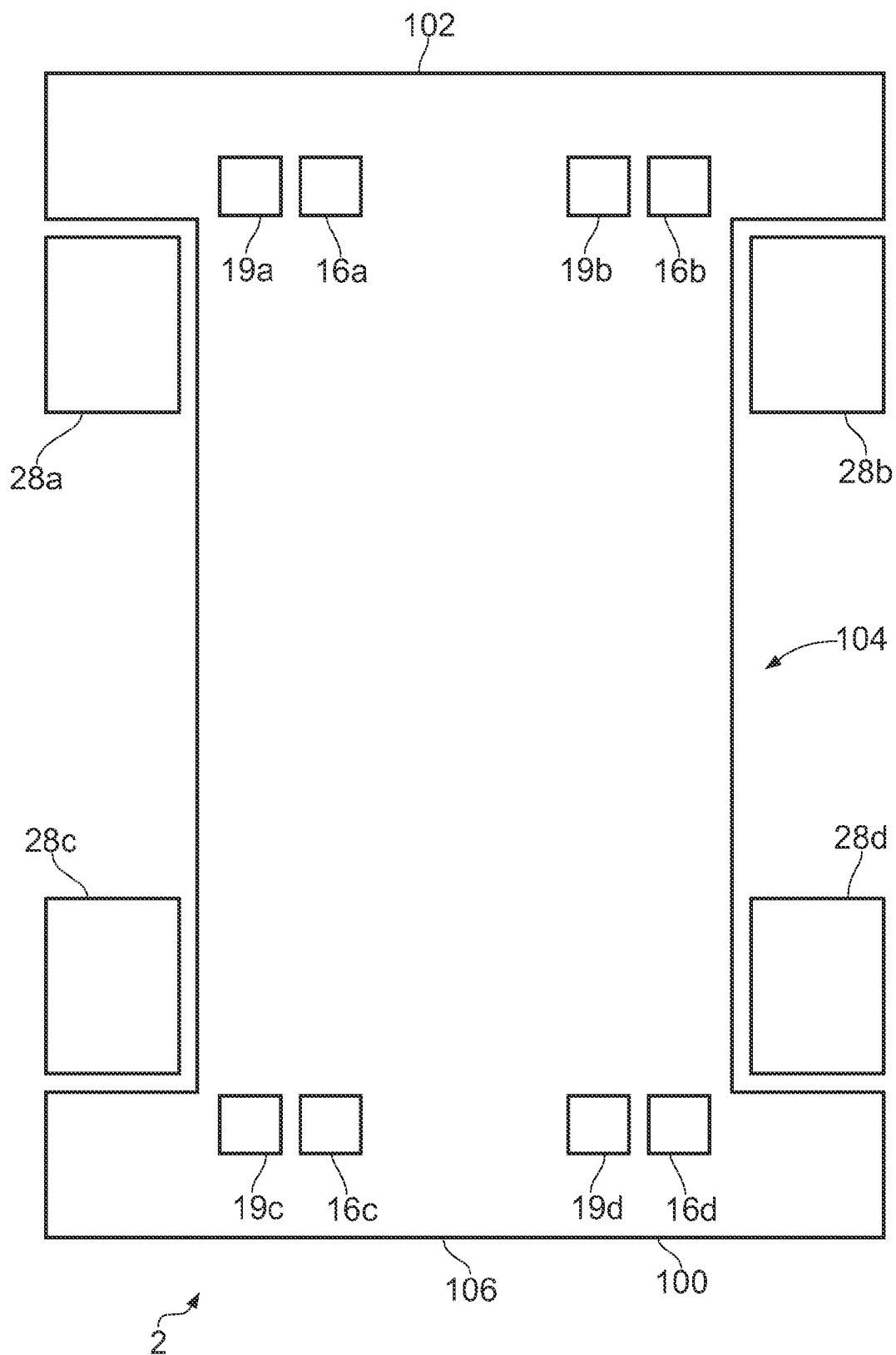


FIG. 2

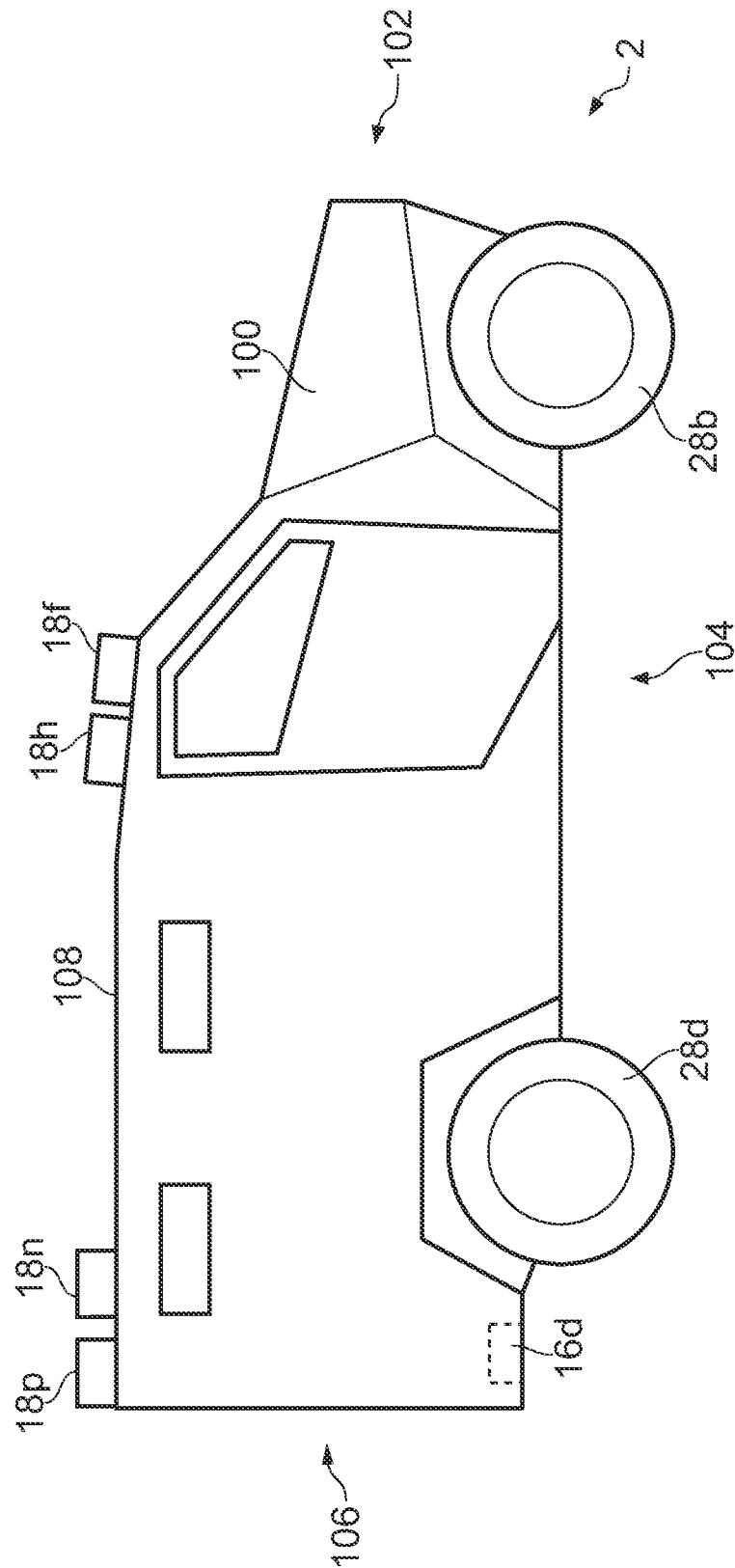


FIG. 3

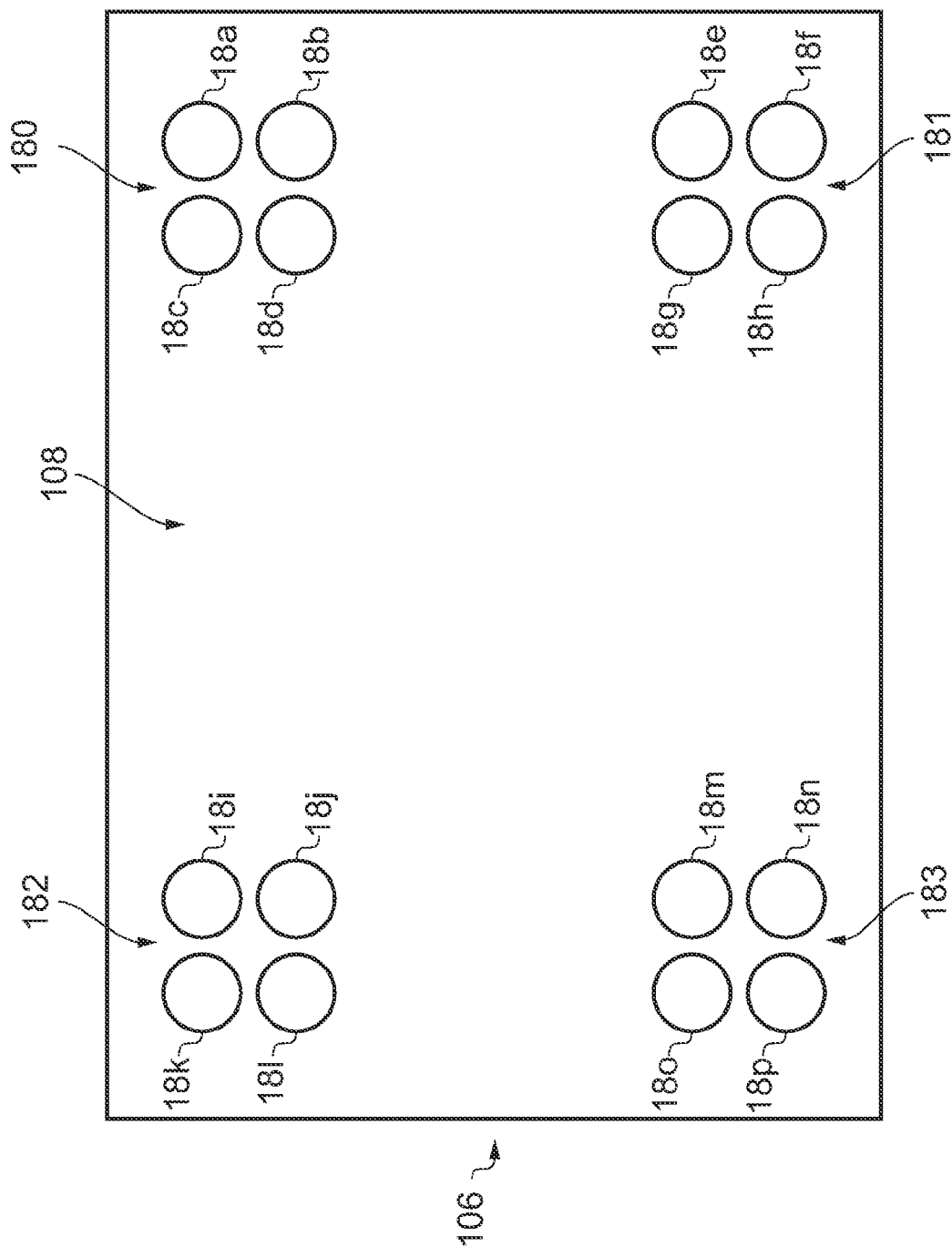


FIG. 4

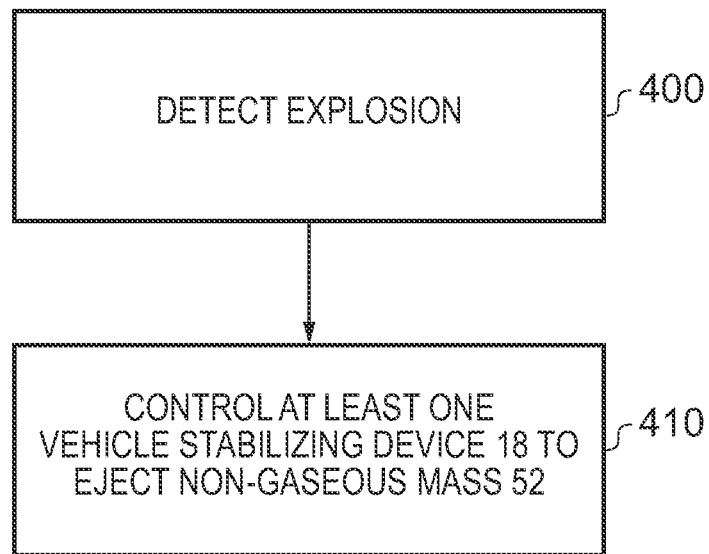


FIG. 5

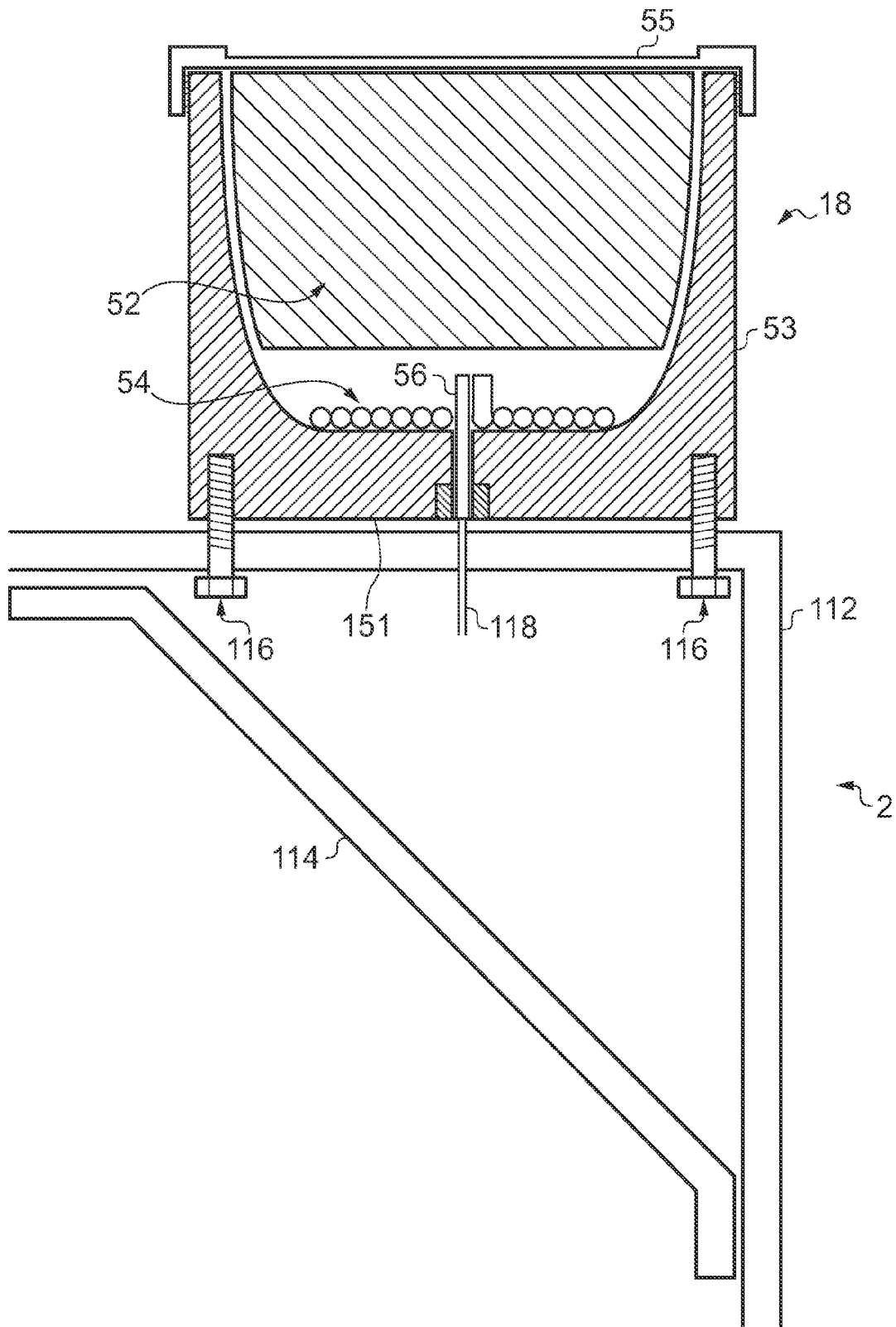


FIG. 6

FIG. 7

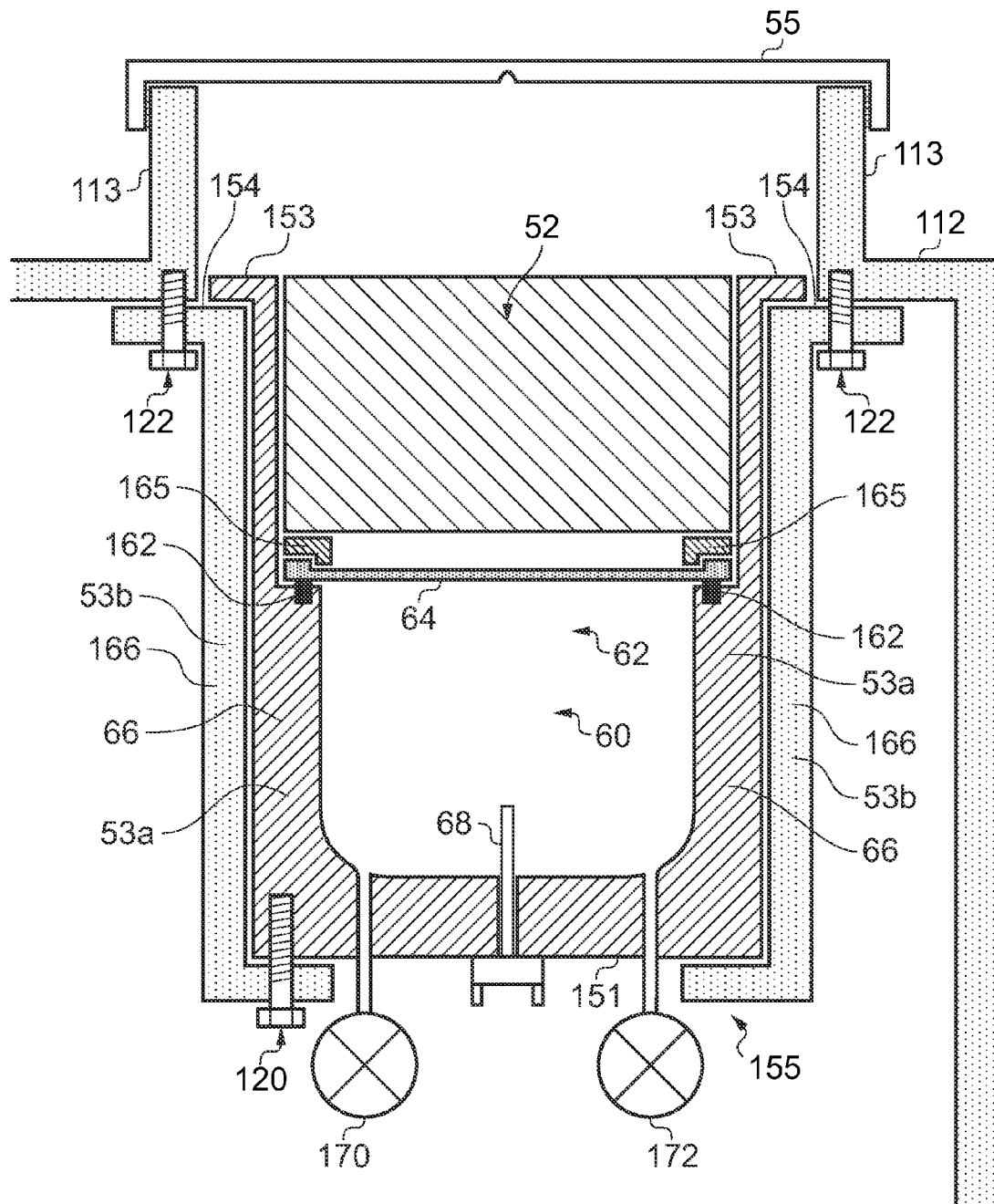


FIG. 8

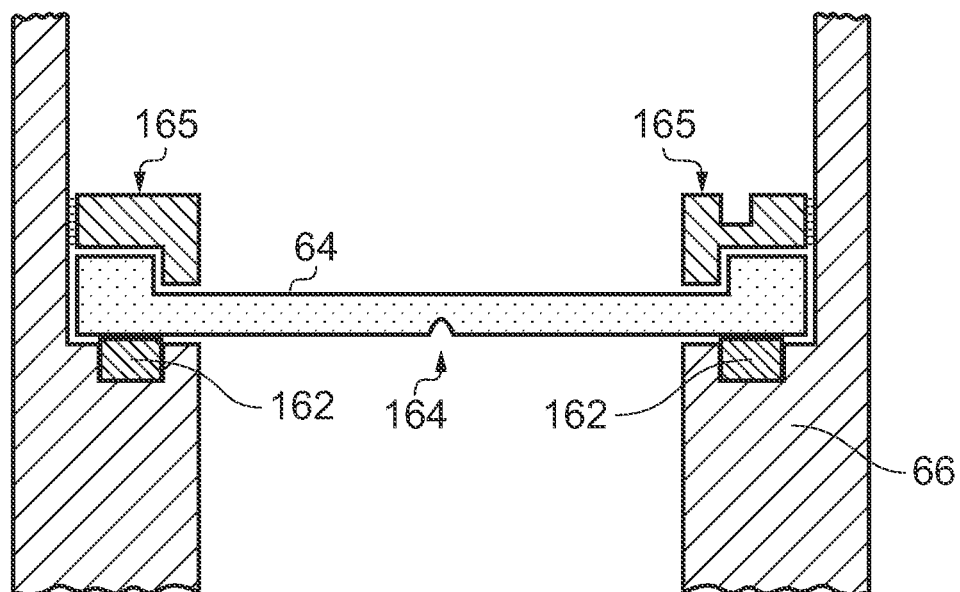


FIG. 9

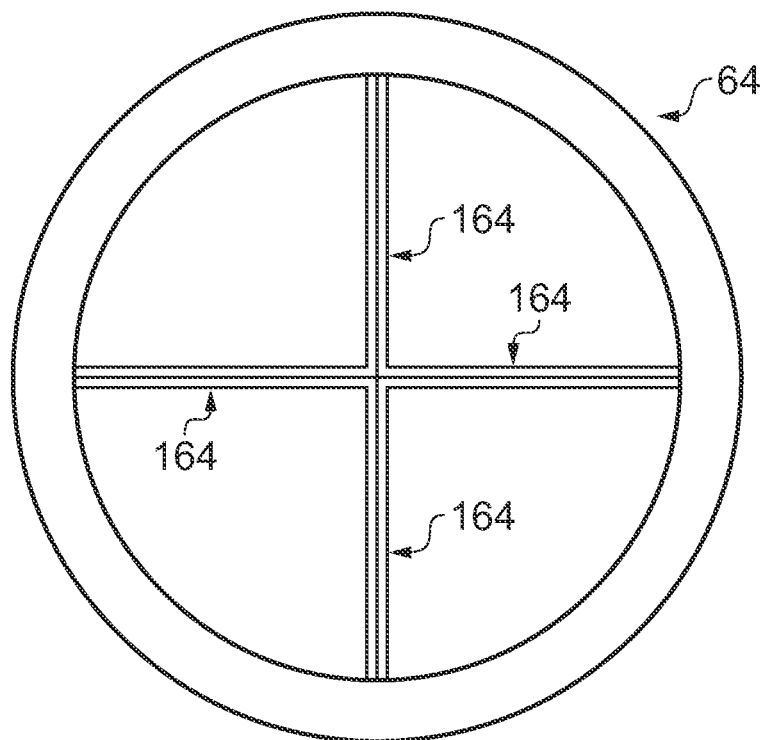


FIG. 10

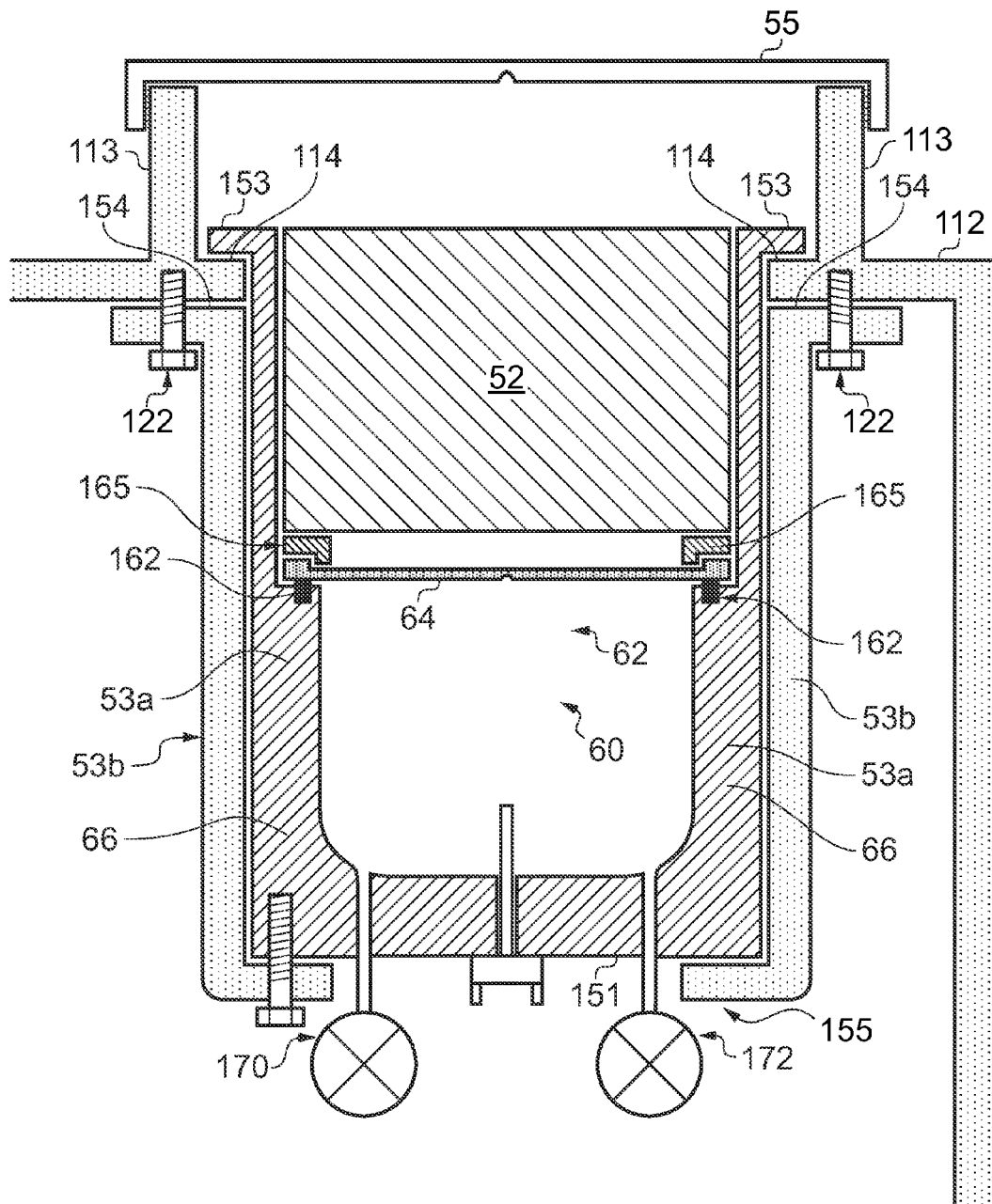
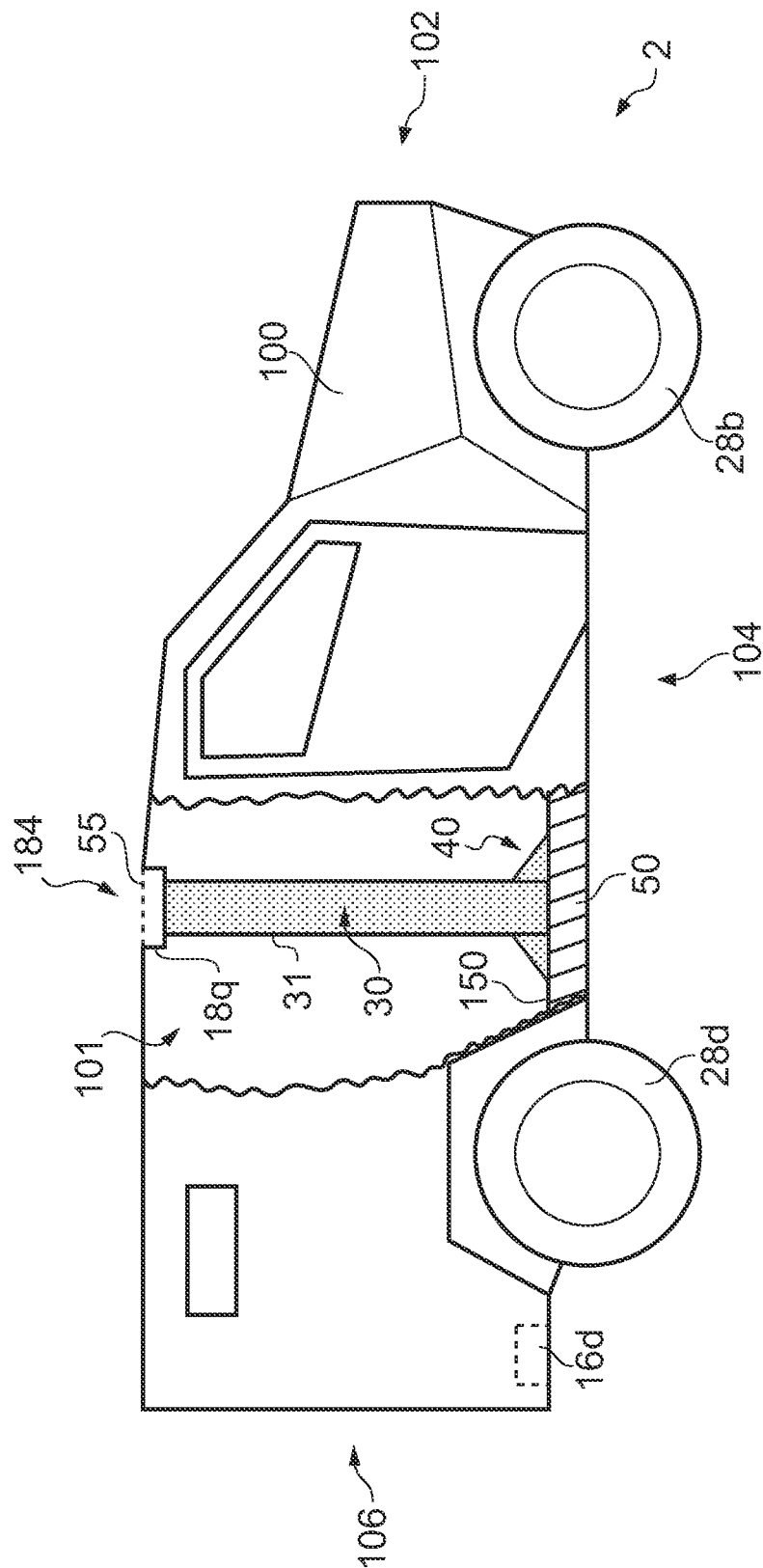


FIG. 11



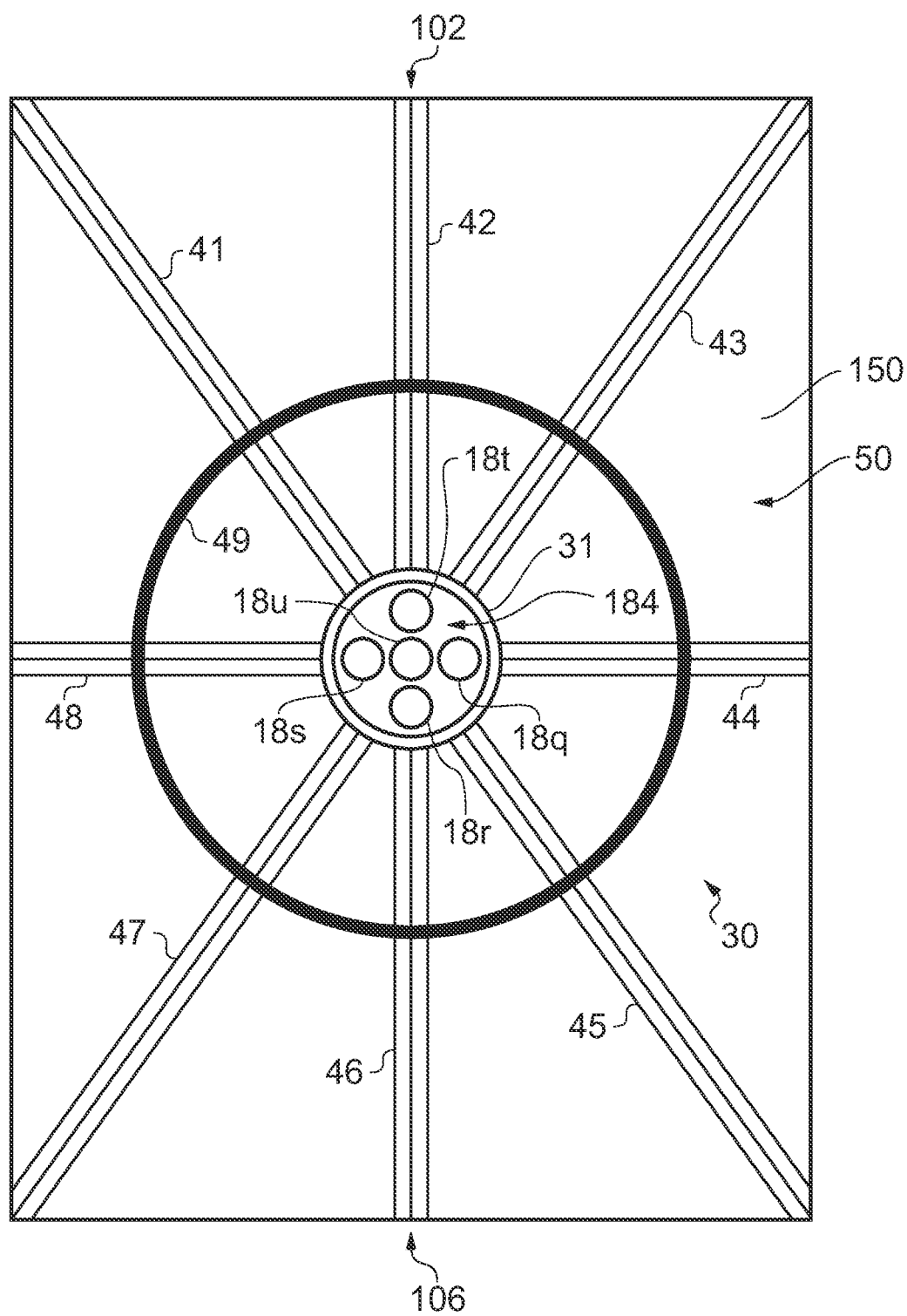


FIG. 13

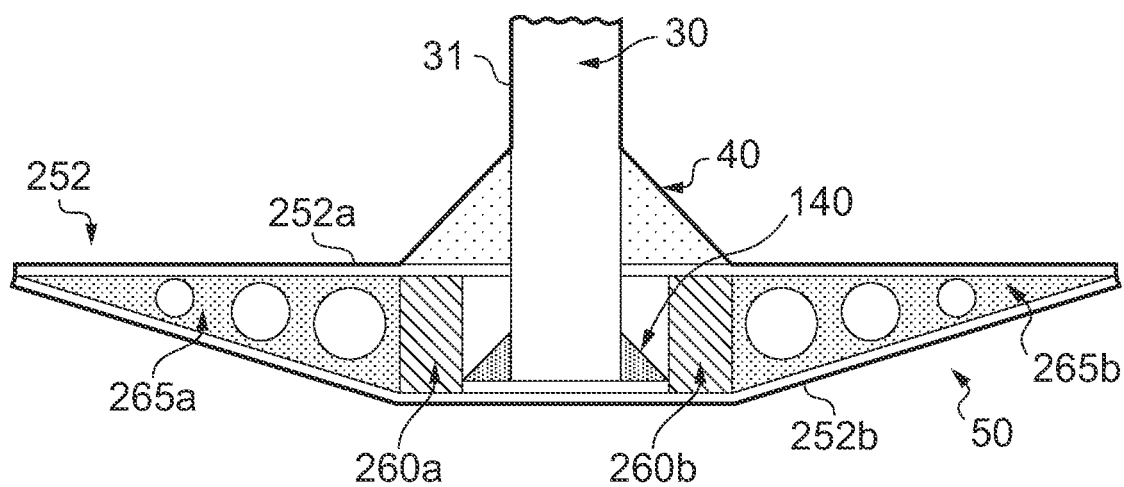


FIG. 14

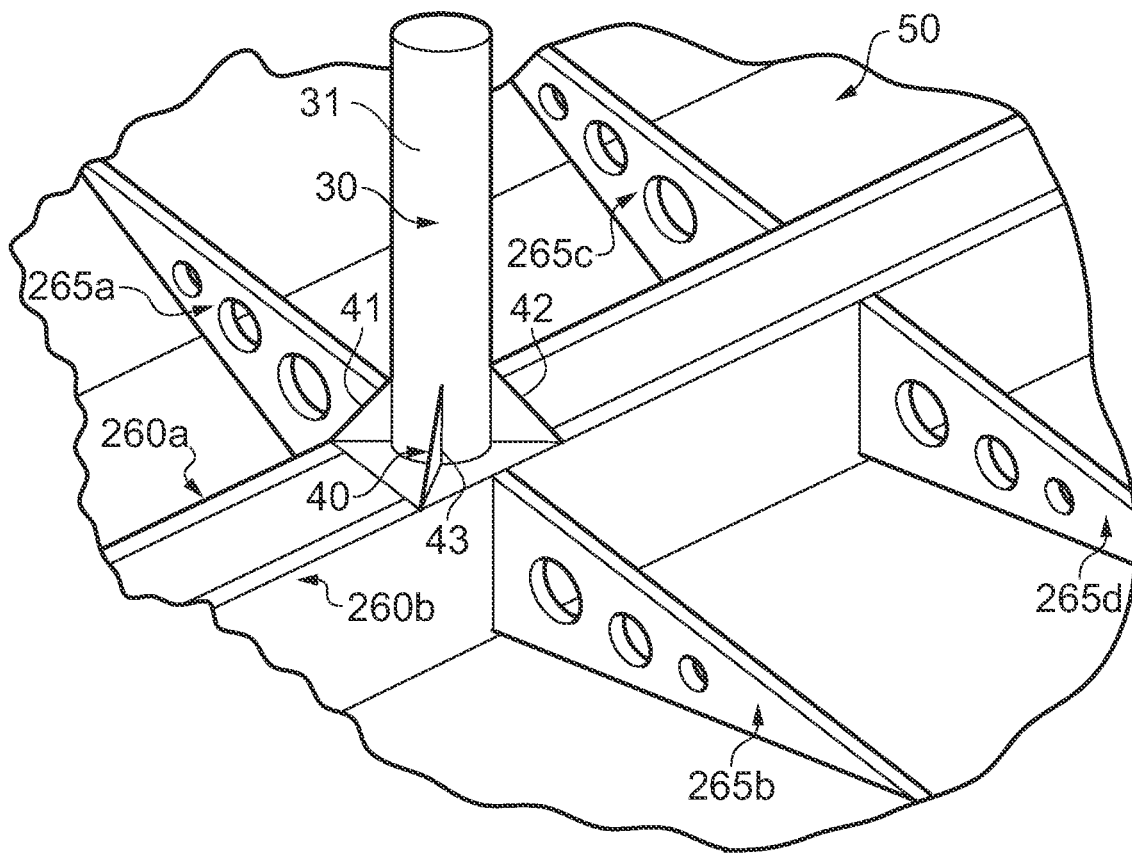
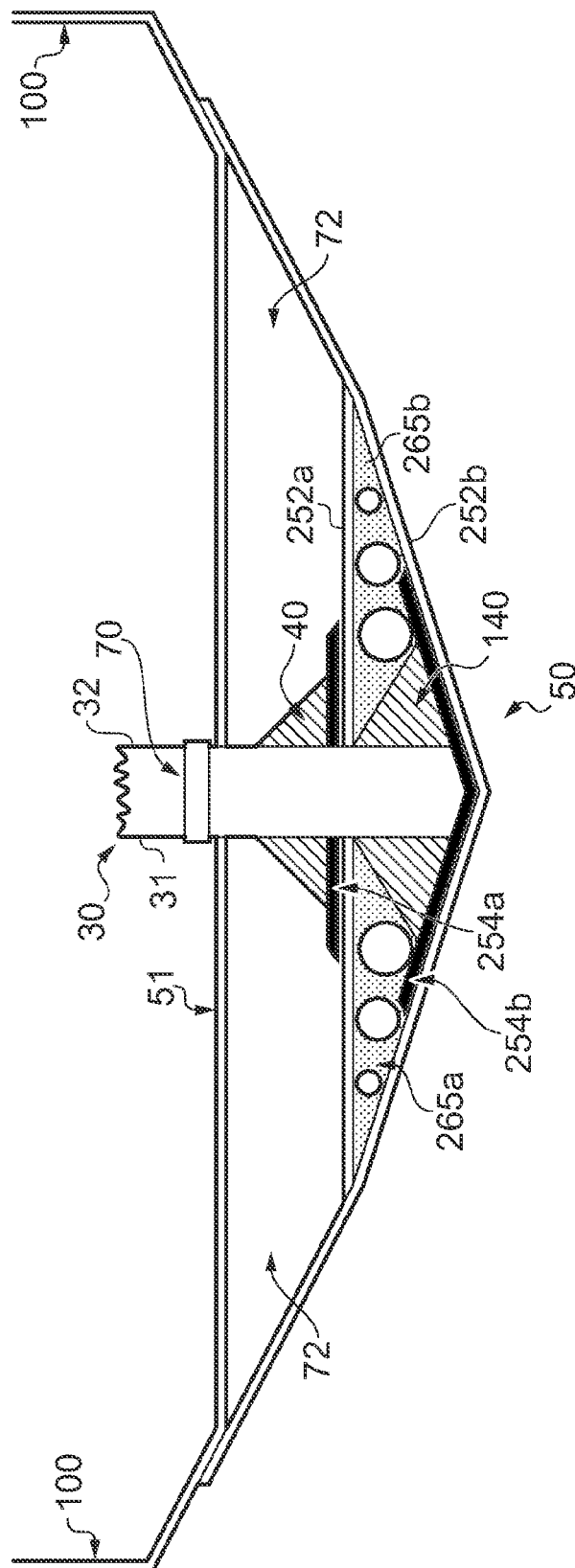


FIG. 15



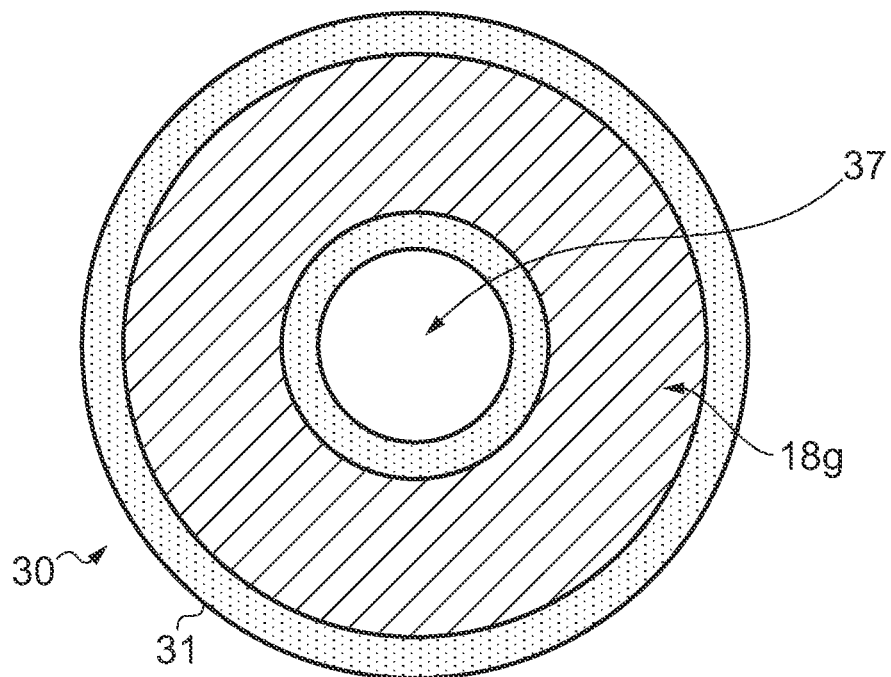


FIG. 17a

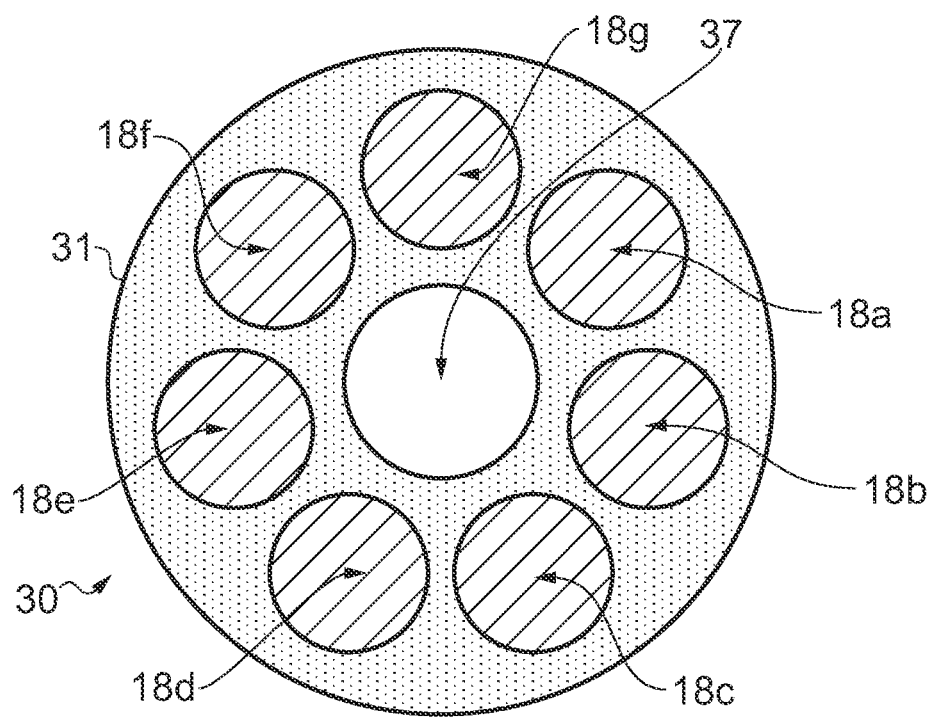


FIG. 17b

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VEHICLE STABILIZATION IN THE EVENT OF LARGE DETONATION

CROSS REFERENCE TO RELATED APPLICATIONS

This application is a 35 U.S.C. 371 National Stage Application of International Application No. PCT/GB2010/051732, filed Oct. 14, 2010, which claims priority to GB1008903.5, filed on May 27, 2010 and GB1015228.8, filed on Sep. 13, 2010, the entire contents of which are incorporated herein by reference.

FIELD OF THE INVENTION

Embodiments of the present invention relate to vehicle stabilization. In particular, they relate to stabilizing an armored vehicle in response to an explosion.

BACKGROUND TO THE INVENTION

Armored vehicles comprise armor for protecting the vehicle and its occupants against projectiles, shrapnel and blast emanating from explosive devices, such as mines or improvised explosive devices (IED's).

BRIEF DESCRIPTION OF VARIOUS EMBODIMENTS OF THE INVENTION

According to various, but not necessarily all, embodiments of the invention there is provided a vehicle, comprising: vehicle stabilizing means for ejecting at least one non-gaseous mass; means for detecting an explosion local to the vehicle; and control means for controlling, in response to detection of an explosion local to the vehicle, the vehicle stabilizing means to eject at least one non-gaseous mass in order to apply a force to the vehicle and stabilize the vehicle in response to the explosion.

According to various, but not necessarily all, embodiments of the invention there is provided an apparatus, comprising: vehicle stabilizing means for applying a force to a vehicle by ejecting at least one non-gaseous mass; means for detecting an explosion local to a vehicle; and control means for controlling, in response to detection of an explosion local to a vehicle, the vehicle stabilizing means to eject at least one non-gaseous mass in order to apply a force to the vehicle and stabilize the vehicle in response to the explosion.

The control means may be for controlling, in response to detection of an explosion local to a vehicle, the vehicle stabilizing means to eject at least one non-gaseous mass in order to apply a force having a groundwards component to the vehicle.

The vehicle stabilizing means may be arranged to eject at least one non-gaseous mass within 5 milliseconds of the detection of an explosion local to a vehicle.

The vehicle stabilizing means may be arranged to eject at least one non-gaseous mass within 1 millisecond of the detection of an explosion local to a vehicle.

The vehicle stabilizing means may comprise at least one exploding detonator for causing at least one non-gaseous mass to be ejected. The at least one exploding detonator may comprise at least one explosive which is arranged to cause at least one other explosive, external to the at least one exploding detonator, to detonate in order to eject at least one non-gaseous mass.

The vehicle stabilizing means may comprise at least one chamber containing pressurized gas. The at least one explod-

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ing detonator may be arranged to break at least one wall of the at least one chamber to eject at least one non-gaseous mass.

The vehicle stabilizing means may comprise at least one chamber containing inflammable gas. The vehicle stabilizing means may be arranged to ignite the inflammable gas, in response to input from the control means, to eject at least one non-gaseous mass.

The vehicle and the apparatus may further comprise force channeling means, for channeling the force generated by the vehicle stabilizing means towards a base of the vehicle.

The vehicle and the apparatus may further comprise: force distributing means for distributing the generated force in a plurality of different directions across the base, in order to mitigate damage to the base.

The vehicle stabilizing means may comprise a plurality of vehicle stabilizing devices. The control means may be configured to sequentially activate at least some of the vehicle stabilizing devices, in response to detection of an explosion local to the vehicle. The control means may be configured to sequentially activate at least some of the vehicle stabilizing devices in a predetermined order.

The control means may be for controlling the vehicle stabilizing means in dependence upon at least one characteristic of the input from the means for detecting an explosion. The means for detecting an explosion may be pressure detection means. The at least one characteristic of the input may indicate, to the control means, the magnitude of the increase in pressure caused by the explosion. The control means may be for controlling the vehicle stabilizing means in dependence upon the indicated magnitude.

The at least one characteristic may indicate, to the control means, a position at which pressure has increased due to the explosion. The control means may be for controlling the vehicle stabilizing means in dependence upon the indicated position.

The control means may be for controlling the vehicle stabilizing means in dependence upon predetermined control information. The predetermined control information may depend upon the shape, material of construction, weight and/or the center of gravity of the vehicle.

The vehicle may comprise a body. The means for detecting an explosion may be provided at the underside and/or sides of the body. The means for detecting an explosion may comprise one or more pressure detectors.

The vehicle stabilizing means may be for applying a force having a groundwards component to the vehicle, in order to stabilize the vehicle in response to the explosion. The vehicle stabilizing means may comprise one or more vehicle stabilizing devices.

The vehicle may be an armored vehicle. The armored vehicle may be land-based.

According to various, but not necessarily all, embodiments of the invention there is provided a method, comprising: detecting an explosion local to a vehicle; and controlling, in response to detection of the explosion local to the vehicle, vehicle stabilizing means to eject at least one non-gaseous mass in order to apply a force to the vehicle and stabilize the vehicle in response to the explosion.

The vehicle stabilizing means may be controlled to eject the at least one non-gaseous mass in order to apply a force having a groundwards component to the vehicle.

The vehicle stabilizing means may eject the at least one projectile within 5 milliseconds of the detection of the explosion local to the vehicle.

The vehicle stabilizing means may eject the at least one projectile within 1 millisecond of the detection of the explosion local to the vehicle.

At least one exploding detonator may be controlled to explode to cause the at least one non-gaseous mass to be ejected. The at least one exploding detonator may comprise at least one explosive which causes at least one other explosive, external to the at least one exploding detonator, to detonate in order to eject at least one non-gaseous mass.

The vehicle stabilizing means may comprise at least one chamber containing pressurized gas. The exploding detonator may break at least one wall of the at least one chamber, causing ejection of at least one non-gaseous mass.

The vehicle stabilizing means may comprise at least one chamber containing inflammable gas. The inflammable gas may be ignited to eject at least one non-gaseous mass.

The vehicle stabilizing means comprises a plurality of vehicle stabilizing devices. At least some of the vehicle stabilizing devices may be sequentially activated in response to detection of an explosion local to the vehicle. At least some of the vehicle stabilizing devices may be sequentially activated in a predetermined order.

The vehicle stabilizing means may be controlled in dependence upon at least one characteristic of the explosion. The at least one characteristic may comprise an increase in pressure. The vehicle stabilizing means may be controlled in dependence upon the magnitude of the increase in pressure caused by the explosion.

The vehicle stabilizing means may be controlled in dependence upon a position at which the explosion occurred. The vehicle stabilizing means may be controlled in dependence upon a position at which the pressure has increased due to the explosion. The vehicle stabilizing means may be controlled in dependence upon the velocity, weight and/or the location of the center of gravity of the vehicle.

According to various, but not necessarily all, embodiments of the invention there is provided a computer program comprising computer program instructions that, when executed by a processor, enable the method as described above to be performed.

According to various, but not necessarily all, embodiments of the invention there is provided a processor, comprising: a processor interface configured to receive an input from at least one detector, in response to the at least one detector detecting an explosion local to a vehicle; and functional processing circuitry configured, in response to detection of an explosion local to a vehicle, to control at least one vehicle stabilizing device to eject at least one non-gaseous mass in order to apply a force to a vehicle and stabilize the vehicle in response to the explosion.

According to various, but not necessarily all, embodiments of the invention there is provided a vehicle, comprising: at least one detector; at least one vehicle stabilizing device configured to eject at least one non-gaseous mass; an interface configured to receive an input from the at least one detector, in response to detection of an explosion local to the vehicle; and processing circuitry configured, in response to reception of the input from the at least one detector, to control at least one vehicle stabilizing device to eject at least one non-gaseous mass in order to apply a force to the vehicle and stabilize the vehicle in response to the explosion.

According to various, but not necessarily all, embodiments of the invention there is provided apparatus, comprising: at least one detector; at least one vehicle stabilizing device configured to eject at least one non-gaseous mass; an interface configured to receive an input from the at least one detector, in response to the at least one detector detecting an explosion local to a vehicle; and processing circuitry configured, in response to reception of the input from the at least one detector, to control at least one vehicle stabilizing device to eject

the at least one non-gaseous mass in order to apply a force to a vehicle and stabilize the vehicle in response to the explosion.

According to various, but not necessarily all, embodiments of the invention there is provided a vehicle, comprising: a plurality of vehicle stabilizing devices for stabilizing the vehicle in response to an explosion; means for detecting an explosion local to the vehicle; and control means for sequentially activating the vehicle stabilizing devices, in response to detection of an explosion local to the vehicle, in order to apply a force to the vehicle and stabilize the vehicle in response to the explosion.

According to various, but not necessarily all, embodiments of the invention there is provided apparatus, comprising: a plurality of vehicle stabilizing devices for stabilizing a vehicle in response to an explosion; means for detecting an explosion local to the vehicle; and control means for sequentially activating the vehicle stabilizing devices, in response to detection of an explosion local to the vehicle, in order to apply a force to the vehicle and stabilize the vehicle in response to the explosion.

Each of the vehicle stabilizing devices may be configured to apply the force to the vehicle by ejecting at least one non-gaseous mass. Each of the vehicle stabilizing devices may be configured to apply a force having a groundwards component to the vehicle.

According to various, but not necessarily all, embodiments of the invention there is provided a method, comprising: detecting an explosion local to a vehicle; and sequentially activating the vehicle stabilizing devices, in response to detection of the explosion, in order to apply a force to the vehicle and stabilize the vehicle in response to the explosion.

According to various, but not necessarily all, embodiments of the invention there is provided a computer program comprising computer program instructions that, when executed by processing circuitry, cause the method described above to be performed.

According to various, but not necessarily all, embodiments of the invention there is provided a vehicle, comprising: a plurality of vehicle stabilizing devices for stabilizing the vehicle in response to an explosion; at least one detector configured to detect an explosion local to the vehicle; and processing circuitry configured, in response to detection of an explosion local to the vehicle, to sequentially activate the vehicle stabilizing devices, in order to apply a force to the vehicle over the period of time and stabilize the vehicle in response to the explosion.

According to various, but not necessarily all, embodiments of the invention there is provided apparatus, comprising: a plurality of vehicle stabilizing devices for stabilizing the vehicle in response to an explosion; at least one detector configured to detect an explosion local to the vehicle; and processing circuitry configured, in response to detection of an explosion local to the vehicle, to sequentially activate the vehicle stabilizing devices, in order to apply a force to the vehicle over the period of time and stabilize the vehicle in response to the explosion.

According to various, but not necessarily all, embodiments of the invention there is provided a vehicle, comprising: a base; force channeling means for channeling a force, exerted on a part of the vehicle located above the base, towards the base; and force distributing means for distributing the force in a plurality of different directions across the base, in order to mitigate damage to the base.

The vehicle may further comprise vehicle stabilizing means for stabilizing the vehicle in response to an explosion. The force channeling means may be for channeling a force

generated by the vehicle stabilizing means in response to an explosion, and the force distributing means may be for distributing that force in a plurality of different directions across the base.

The force channeling means may comprise at least one structural member extending from the base to the part of the vehicle. The at least one structural member may comprise at least one column.

The force distributing means may comprise a plurality of distributing members, extending across the base in a plurality of different directions, for distributing the force across the base. The force distributing means may comprise at least one interconnecting member, interconnecting at least two distributing members.

The part of the vehicle located above the base on which the force is exerted may be the roof of the vehicle.

BRIEF DESCRIPTION OF THE DRAWINGS

For a better understanding of various examples of embodiments of the present invention reference will now be made by way of example only to the accompanying drawings in which:

- FIG. 1 illustrates an apparatus;
- FIG. 2 illustrates the underside of a vehicle;
- FIG. 3 illustrates a side view of the vehicle;
- FIG. 4 illustrates a plan view of the roof of the vehicle;
- FIG. 5 illustrates a schematic of a method;
- FIG. 6 illustrates a first example of a vehicle stabilizing device;
- FIG. 7 illustrates a second example of a vehicle stabilizing device;
- FIG. 8 illustrates a third example of a vehicle stabilizing device;
- FIG. 9 illustrates a portion of the third example of the vehicle stabilizing device in detail;
- FIG. 10 illustrates a wall comprising weakened portions;
- FIG. 11 illustrates a fourth example of a vehicle stabilizing device;
- FIG. 12 illustrates a side view of a vehicle, with a portion illustrating the interior of the vehicle;
- FIG. 13 illustrates a plan view of the base of the vehicle illustrated in FIG. 12;
- FIG. 14 illustrates a cross section of a first example of a connection between the base of a vehicle and a structural member;
- FIG. 15 illustrates a perspective view of the first example of a connection between the base of a vehicle and a structural member;
- FIG. 16 illustrates a cross section of a second example of a connection between the base of a vehicle and a structural member;
- FIG. 17A illustrates a plan view of a vehicle stabilizing device; and
- FIG. 17B illustrates a plan view of an arrangement of vehicle stabilizing devices.

DETAILED DESCRIPTION OF VARIOUS EMBODIMENTS OF THE INVENTION

The Figures illustrate a vehicle 2, comprising: vehicle stabilizing means 18 for ejecting at least one non-gaseous mass 52; means 16 for detecting an explosion local to a vehicle 2; and control means 12 for controlling, in response to detection of an explosion local to the vehicle 2, the vehicle stabilizing means 18 to eject at least one non-gaseous mass 52 in order to apply a force to the vehicle 2 and stabilize the vehicle 2 in response to the explosion.

An explosive event can cause significant trauma to a vehicle and/or a vehicle's occupants. In order to protect the occupants of the vehicle from shrapnel and blast emanating from an explosive such as a bomb, mine or improvised explosive device (IED), some vehicles comprise armor.

The armor may protect the occupants against injury caused directly from the shrapnel and blast effects. However, depending upon the size of the explosive, some aspects of the vehicle (such as the floor of the vehicle if the explosion occurs underneath the vehicle) can be very heavily damaged. Furthermore, an explosion underneath or to the side of a vehicle may cause the vehicle to accelerate rapidly into the air, resulting in injury to the occupants either when being accelerated upwards or when the vehicle lands on the ground.

The main upwards acceleration that is generated by the explosion may not occur instantaneously in response to the initial blast shockwave produced by the explosion. Immediately after the explosion occurs, there is an input of energy from the initial shockwave, the following reflected pressure waves, ejecta, and from localized very high pressure gas. Over the next few milliseconds, the gases produced by decomposition of the explosive expand underneath the vehicle and together with other contributors (to the total impulse imparted to the vehicle) may apply a large enough force to cause the vehicle to accelerate upwards into the air and fall onto its side or top. The effect of the expanding gases can be likened to a large airbag expanding very rapidly under the vehicle.

The upwards force that is generated by the expanding gases is at maximum for around 5 milliseconds or so, and then rapidly reduces in value over the next 5 milliseconds to near zero. The ejecta may continue to provide an impulse to the vehicle for another 30-500 milliseconds or so, depending on the depth of the burial of the explosive and the soil type and condition. The proportion of the total impulse imparted to the vehicle by the ejecta is very variable. If the explosive is buried very deeply in a culvert under a road, practically all of the impulse may arise from the ejecta. If the explosive is located on the top of a hard surface there may be very little or no contribution from the ejecta, and practically all of the lifting impulse will be generated by the gas pressure.

Embodiments of the invention relate to an apparatus for stabilizing a vehicle in response to an explosion, in order to prevent or limit injury to the vehicle's occupants, and to maintain the vehicle upright and in fighting condition.

FIG. 1 illustrates an apparatus 10 for stabilizing a vehicle in response to an explosion. The apparatus 10 may be applied to a vehicle during manufacture or post manufacture. The apparatus 10 may, for example, be a kit of parts. The vehicle may be a land-based armored vehicle. For example, the vehicle may be a civilian car, a modified sports utility vehicle, or a military armored vehicle such as a personnel carrier or a tank.

The apparatus 10 comprises control means in the form of a processor 13, detectors 16, vehicle stabilizing devices 18, accelerometers 19 and a memory 20. The processor 13 comprises functional processing circuitry 12 and a processor input interface 14.

The processor input interface 14 is configured to receive inputs from the detectors 16 and the accelerometers 19. The processor input interface 14 is also configured to provide the inputs to the functional processing circuitry 12. The functional processing circuitry 12 is configured to provide an output to the vehicle stabilizing device 18 and to write to and read from the memory 20.

The detectors 16 may be any type of detectors suitable for detecting that an explosion has occurred local to a vehicle.

The detectors **16** may, for example, include: one or more pressure detectors, one or more temperature detectors and/or one or more light detectors.

The pressure detectors may, for example, be piezoelectric pressure detectors. Advantageously, piezoelectric pressure detectors operate effectively in adverse weather and ground conditions.

Alternatively or additionally, the detectors **16** may include one or more break wire detectors. An explosion may cause a circuit of such a break wire detector to break, causing the break wire detector to provide an input to the processor input interface **14**.

Alternatively or additionally, the detectors **16** may include one or more ionization detectors for detecting ionized particles that result from an explosion.

Alternatively or additionally, the detectors **16** may comprise one or more electromagnetic pulse detectors for detecting an electromagnetic pulse resulting from an explosion.

The vehicle stabilizing devices **18** are configured to apply a force having a groundwards component to a vehicle. Exemplary implementations of the vehicle stabilizing devices **18** are described in detail below.

The memory **20** is configured to store a computer program **21** comprising computer program instructions **22** and data **24**. The data **24** may include control information. The control information is explained in more detail below.

The computer program instructions **22** control the operation of the apparatus **10** when loaded into the processor **13**. The computer program instructions **22** provide the logic and routines that enables the apparatus **10** to perform aspects of the method illustrated in FIG. **5**.

The computer program may arrive at the apparatus **10** via any suitable delivery mechanism **26**. The delivery mechanism **26** may be, for example, a (non-transitory) computer-readable storage medium, a computer program product, a memory device, a record medium such as a compact disc read-only memory (CD-ROM) or digital versatile disc (DVD), an article of manufacture that tangibly embodies the computer program instructions **22**. The delivery mechanism may be a signal configured to reliably transfer the computer program instructions **22**.

In an alternative implementation, the processor **13** and/or the memory **20** may be provided by an application specific integrated circuit (ASIC).

FIG. **2** illustrates an example of the underside **104** of a vehicle **2** comprising the apparatus **10**. The illustrated vehicle **2** comprises a body **100**, wheels **28a** to **28d**, a plurality of detectors **16a** to **16d** and a plurality of accelerometers **19a** to **19d**.

Other implementations may have different quantities of wheels, detectors **16** and accelerometers **19** than those illustrated in FIG. **2**. Also, in other implementations, the positions of the wheels **28**, detectors **16**, and accelerometers **19** may be different to those illustrated in FIG. **2**.

FIG. **3** illustrates a side view of the vehicle **2** of FIG. **2**. FIG. **4** illustrates a plan view of the roof **108** of the vehicle **2**. In the example illustrated in FIG. **4**, sixteen vehicle stabilizing devices **18a** to **18p** are coupled to the roof **108** of the vehicle **2**. However, it will be appreciated by those skilled in the art that any number of vehicle stabilizing devices **18** may be used. The vehicle stabilizing devices **18** may also be situated in different positions to those illustrated in FIG. **4**.

In the FIG. **4** example, a cluster **180-183** of vehicle stabilizing devices is located at each corner of the roof **108**. Two clusters **180**, **181** of vehicle stabilizing devices are located

towards the front **102** of the vehicle **2**. Two clusters **182**, **183** of vehicle stabilizing devices are located towards the rear **106** of the vehicle **2**.

Each of the vehicle stabilizing devices **18a-18p** may be attached directly to the armored shell of the vehicle **2**. In some implementations, each cluster of vehicle stabilizing devices may be located in a further housing, which is attached to the armored shell of the vehicle **2**.

A method according to the embodiments of the invention will now be described in relation to FIG. **5**. Initially, an explosion occurs at a position that is external to the vehicle **2**. The explosion is local to the vehicle **2** and may, for example, occur underneath, in front of, behind or at a side of the vehicle **2**. The explosion may occur as a result of the triggering of a bomb, mine or IED (by the vehicle **2** or otherwise).

The explosion causes an initial blast shockwave. At block **400** of FIG. **5**, the detectors **16** detect that an explosion has occurred local to the vehicle **2**. If pressure detectors are used, the pressure detectors **16** may detect that an increase in pressure has occurred, local to the vehicle, as a result of the initial blast shockwave. The pressure detectors **16** may, for example, detect that pressure has increased underneath the vehicle **2**, at a side of the vehicle **2**, at the front of the vehicle **2** or at the rear of the vehicle **2**.

In response to detecting the increase in pressure, the pressure detectors provide an input to the processor input interface **14**. The input may, for example, indicate the direction in which the pressure increased as a result of the explosion, the duration of time over which the pressure increased and/or the extent to which the pressure increased as a result of the explosion.

The processor input interface **14** provides the input from the detectors **16** to the functional processing circuitry **12**. The functional processing circuitry **12** then analyzes the input in order to determine whether the input is indicative of an explosion having occurred. An input provided by the detectors **16** following an explosion will have particular characteristics (and will reflect the characteristics of the initial blast shockwave). For example, if pressure detectors are used, the input from the pressure detectors may be indicative of a very large increase in pressure over a very short period of time.

After the functional processing circuitry **12** has determined that an explosion has occurred, at block **410** of FIG. **5**, the functional processing circuitry **12** controls the vehicle stabilizing devices **18** to apply a force having a groundwards component to the vehicle **2**, in order to stabilize the vehicle **2** in response to the explosion.

The functional processing circuitry **12** may, for example, control the vehicle stabilizing devices **18** in dependence upon one or more characteristics of the input from the detectors **16**. The one or more characteristics of the input from the detectors **16** may indicate, to the functional processing circuitry **12**, the magnitude of the explosion, and/or the position of the explosion.

If pressure detectors are used, the input from the detectors may indicate, to the functional processing circuitry **12**, the magnitude of the increase in pressure caused by the explosion, and/or the position(s) at which pressure has increased due to the explosion.

The data **24** stored in the memory **20** may include predetermined control information specifying how the vehicle stabilizing devices **18** are to be controlled when different inputs are received from the detectors **16**. The data **24** may, for example, be stored in the form of a look up table.

The control information may be determined during a testing procedure. Different control information may be provided for different vehicles. The control information may, for

example, depend upon the shape, material of construction, weight and/or the center of gravity of the vehicle. Different portions of the control information may specify how the vehicle stabilizing devices **18** are to be controlled when the vehicle is travelling at different velocities.

When the input from the detectors **16** is received by the functional processing circuitry **12**, the functional processing circuitry **12** matches the input with the appropriate portion of control information. The functional processing circuitry **12** determines how to control the vehicle stabilizing devices from the identified portion of control information and controls the vehicle stabilizing devices **18** appropriately.

In some embodiments of the invention, the functional processing circuitry **12** may obtain inputs (via the input interface **14**) from the accelerometers **19** to verify that an explosion has occurred. For example, a mine explosion under a vehicle causes the structure of the vehicle to vibrate in a particular manner. In these embodiments of the invention, the functional processing circuitry **12** may only activate the vehicle stabilizing devices **18** if the input from accelerometers **19** verifies that an explosion has occurred.

In some examples, input from pressure detectors may indicate to the functional processing circuitry **12** that some pressure detectors have detected a larger increase in pressure than others. The functional processing circuitry **12** may control a vehicle stabilizing device **18** to apply a force (having a groundwards component) to the vehicle **2** that depends upon the increase in pressure that is detected by a pressure detector (or pressure detectors) adjacent to that vehicle stabilizing device **18**.

The order in which each of the detectors **16a** to **16d** are activated may, for example, indicate the position at which the explosion has occurred to the functional processing circuitry **12** (relative to the vehicle **2**). The functional processing circuitry **12** may determine which vehicle stabilizing devices **18a** to **18p** to activate in dependence upon the order in which the pressure detectors **16a** to **16d** are activated.

By way of example, consider a situation where an explosion occurs close to the front-right wheel **28b**. The detector **16b** illustrated in FIG. 2 may detect the explosion prior to the other detectors **16a**, **16c** and **16d**. The functional processing circuitry **12** may control the cluster **181** of vehicle stabilizing devices **18e** to **18h** situated closest to the detector **16b** to apply a larger groundwards force to the vehicle **2** than the other vehicle stabilizing devices **18a-d** and **18i-18p**. Some or all of the vehicle stabilizing devices **18a** to **18d** and **18i** to **18p** in the other clusters **180**, **182**, **183** may or may not be activated.

The location of the vehicle stabilizing devices **18** may, for example, depend upon the shape of the vehicle **2**, and how the vehicle's weight is distributed throughout the vehicle **2**. The torque provided to the vehicle **2** by the vehicle stabilizing devices **18** (following activation) may be maximized by locating the vehicle stabilizing devices **18** close to or at the periphery of the vehicle **2**. For example, in this regard, at least some of the vehicle stabilizing devices **18** may be located towards the four corners of the vehicle (see FIG. 4).

In some implementations, some or all of the vehicle stabilizing devices **18** may be activated sequentially. For instance, the functional processing circuitry **12** may be configured to sequentially activate the vehicle stabilizing devices **18** in a predetermined order. The predetermined order may, for example, form part of the control information stored as data **24** in the memory **20**.

In some examples, the order in which the vehicle stabilizing devices **18** are sequentially activated depends upon the nature of the detected explosion. For instance, the control information may include information indicating which

vehicle stabilizing devices **18** should be activated and the order in which those vehicle stabilizing devices **18** should be activated for different types of detected explosion.

In other examples, the order in which the vehicle stabilizing devices **18** are sequentially activated does not depend upon the nature of the detected explosion.

Each vehicle stabilizing device may provide a groundwards impulse, over a period of time, to stabilize the vehicle in response to the explosion. Sequential activation of the vehicle stabilizing devices enables a groundwards force to be provided over a longer period of time, to counteract the forces produced by the explosion over that period.

The groundwards force applied to the vehicle **2** by the vehicle stabilizing devices **18** acts to mitigate the effects of the total forces generated by the combination of the initial blast shockwave, any reflected shockwaves, ejecta, and the expanding gases resulting from the explosion. Consequently, upwards acceleration of the vehicle **2** is reduced or eliminated, enabling trauma to the vehicle's occupants to be minimized.

Following activation of one or more of the vehicle stabilizing devices **18**, the functional processing circuitry **12** may monitor inputs provided by one or more of the accelerometers **19** periodically to determine whether the vehicle **2** remains at risk of de-stabilization from the explosion. Once the functional processing circuitry **12** determines that the risk is no longer present (e.g. because the inputs provided by the accelerometers **19** have reduced beyond a threshold level), it may not activate any further vehicle stabilizing devices **18**.

FIG. 6 illustrates a cross section of first example of a vehicle stabilizing device **18**. In the FIG. 6 example, the vehicle stabilizing device **18** comprises a detonator **56**, one or more explosive substances **54**, a non-gaseous mass **52**, a housing **53** and a frangible cover **55**. FIG. 6 illustrates the housing **53** of the vehicle stabilizing device **18** fastened to the exterior armored shell **112** of the vehicle **2** by fasteners **116**. The underside **151** of the housing **53** is positioned on the exterior armored shell **112** of the vehicle **2**. Optionally, a support **114** may be provided to support the force generated by the vehicle stabilizing device **18**.

In the FIG. 6 example, the detonator **56**, the one or more explosive substances **54** and the non-gaseous mass **52** are housed in the housing **53**. The housing **53** may, for example, be cylindrical in shape. The housing **53** has an open end which is covered by the frangible cover **55**. The frangible cover **55** prevents the contents of the housing **53** (for example, the detonator **56** and the explosive substance(s) **54** from being affected by the weather).

The detonator **56** may, for example, be an exploding electrical detonator such as an exploding bridge wire detonator or an exploding foil initiator. The detonator **56** has electrical connections **118** for connecting the detonator to an electrical power source. The detonator **56** is used to trigger the one or more explosive substances **54**.

The one or more explosive substances **54** are external to the detonator **56** and may, for example, include one or more high explosives such as PETN (pentaerythritol tetranitrate). In the example illustrated in FIG. 6, one or more of the explosive substances **54** are provided by a detonating cord which is wound around the detonator **56**. In some embodiments of the invention, the explosive substances **54** may also include flash powder. The flash powder may be made, for example, from potassium perchlorate and aluminum powder.

The non-gaseous mass **52** may comprise one or more solid materials. Additionally, the non-gaseous mass **52** may comprise one or more liquids. For example, in some embodiments of the invention, the non-gaseous mass **52** may be a solid

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container holding a liquid in use, such as water. In some implementations of the invention, the solid container is made from a plastics material. The weight of the non-gaseous mass 52 may vary depending on the implementation of the invention (for example, depending upon the weight of the vehicle 2 to be stabilized). For the avoidance of doubt, the non-gaseous mass 52 is not ammunition. It is not intended to cause damage to a third party.

As described above, the functional processing circuitry 12 of the apparatus 10 controls a vehicle stabilizing device 18 to apply a force having a groundwards component to the vehicle 2, in order to stabilize the vehicle 2 in response to an explosion. In some implementations of the invention, the apparatus 10 may comprise circuitry, located intermediate the processor 13 and a vehicle stabilizing device 18, which is configured to respond to a signal from the functional processing circuitry 12 by providing a high voltage, high current electrical signal to the detonator 56 of the vehicle stabilizing device 18 (via the electrical connections 118) in order to cause the detonator 56 to explode.

Detonation of the detonator 56 causes the one or more explosive substances 54 to detonate. Detonation of the one or more explosive substances 54 causes the non-gaseous mass 52 to accelerate upwards, break the frangible cover 55 and exit the housing 53 of the vehicle stabilizing device 18.

The non-gaseous mass 52 is ejected from the vehicle stabilizing device 18 and propelled into the air (and away from the vehicle 2) while in non-gaseous form. The non-gaseous mass 52 is effectively a projectile, which may or may not break up as it is ejected from housing 53 of the vehicle stabilizing device 18.

Production of the force to eject the non-gaseous mass 52 results in an equal and opposite (reactionary) force being applied to the vehicle 2. In the FIG. 6 example, the reactionary force is transmitted to the vehicle's armored shell 112 by the underside 151 of the housing 53. The non-gaseous mass 52 may, for example, be ejected in a direction that is substantially perpendicular to and away from the ground, in order to produce an appropriate (reactionary) groundwards force for stabilizing the vehicle 2 in response to an explosion.

It is possible to stabilize the vehicle 2 using other types of vehicle stabilizing device that do not eject a non-gaseous mass, such as rocket motors. However, it has been shown during testing that a vehicle stabilizing device 18 that ejects a suitable non-gaseous mass can provide a quicker stabilizing response to an explosion than one which does not. For example, the detonator 56 and one or more explosive substances 54 may detonate and cause ejection of the non-gaseous mass 52 within 5 milliseconds (and in some implementations, less than 1 millisecond) of an explosion being detected, resulting in a reactionary force being provided very quickly.

As mentioned above, vehicle stabilizing devices 18 can be activated sequentially by the processing circuitry 12 in order for a reactionary force to be provided over an extended period of time, to counteract the forces produced by the explosion over that period.

The activation of a particular vehicle stabilizing device 18 may generate a reactionary impulse over a very short period of time (for example, a few milliseconds or less). Sequential activation of the vehicle stabilization devices 18 after an explosion has occurred advantageously enables a reactionary impulse to be provided over a longer period of time.

An advantage of the vehicle stabilizing devices 18 of embodiments of the invention is that the amount of explosive

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substance 54 that is required may be lower than if a rocket motor were used to apply a stabilizing force of a similar magnitude to the vehicle 2.

FIG. 7 illustrates a cross section of a second example of a vehicle stabilizing device 18. The second example operates in the same manner as the first example. The second example differs from first example in that the housing of the vehicle stabilizing device 18 is in two parts 53a and 53b. The inner housing 53a illustrated in FIG. 7 comprises a circumferential wall 66. The circumferential wall 66 of the inner housing 53a may, for example, define the curved surface of a cylinder.

The inner housing 53a houses the non-gaseous mass 52, the detonator 56 and the explosive substance(s) 54. The inner housing 53 is fastened to the outer housing 53b using one or more fasteners 120.

The outer housing 53b has a circumferential wall 166 that surrounds the circumferential wall 66 of the inner housing 53a. The outer housing 53b is fastened to the exterior armored shell 112 of the vehicle 2 using one or more fasteners 122. In the FIG. 7 example, the inner housing 53a comprises a circumferential rim 153 that rests on a shelf of the outer housing 53b. The underside 151 of the inner housing 53a rests on a further shelf 155 of the outer housing 53b.

The vehicle stabilizing device 18 illustrated in FIG. 7 also differs from that illustrated in FIG. 6 in that the frangible cover 55 is situated on an upturned portion 113 of the exterior armored shell 112 of the vehicle 2 (rather than on the housing 53 as in FIG. 6).

FIG. 8 illustrates a cross section of a third example of a vehicle stabilizing device 18. The third example of a vehicle stabilizing device 18 includes an inner housing 53a and an outer housing 53b. The inner housing 53a illustrated in FIG. 8 comprises a circumferential wall 66. The circumferential wall 66 of the inner housing 53a may, for example, define the curved surface of a cylinder.

The inner housing 53a houses the non-gaseous mass 52, the detonator 56 and the explosive substance(s) 54. The inner housing 53a is fastened to the outer housing 53b using one or more fasteners 120.

The outer housing 53b has a circumferential wall 166 that surrounds the circumferential wall 66 of the inner housing. The outer housing 53b is fastened to the exterior armored shell 112 of the vehicle 2 using one or more fasteners 122. The inner housing 53a comprises a circumferential rim 153 that rests on a shelf 154 of the outer housing 53b. The underside 151 of the inner housing 53a rests on a further shelf 155 of the outer housing 53b.

A frangible cover 55 is situated on an upturned portion 113 of the exterior armored shell 112 of the vehicle 2.

In this example, the vehicle stabilizing device 18 comprises a chamber 60 and an initiator 68. The chamber 60 contains pressurized gas 62. The pressurized gas 62 may consist of a single gas, or comprise a mixture of different gases. The chamber 60 comprises at least one wall 64 that separates the pressurized gas 62 from a non-gaseous mass 52.

A clamp 165, situated inside the inner housing 53a, holds the wall 64 in position against the inner housing 53a. This is illustrated in more detail in FIG. 9. A seal 162 seals the chamber 60 and prevents the pressurized gas 62 from escaping from the chamber 60.

A plan view of the wall 64 is illustrated in FIG. 10. In this example, the wall comprises weakened portions 164. The weakened portions 164 may be made, for example, by machining or scoring a cross into the wall 64.

The initiator 68 of the vehicle stabilizing device 18 illustrated in FIG. 8 is configured to initiate the ejection of the non-gaseous mass 52 from the vehicle stabilizing device 18.

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In some implementations of the vehicle stabilizing device **18** illustrated in FIG. **8**, the initiator **68** may comprise a detonator, such as the detonator **56** described above in relation to FIG. **6**. The initiator **68** may or may not additionally comprise detonating cord. The detonation of the initiator **68** causes the wall **64** to break (for example, at the weakened portions **164**) and the pressurized gas **62** to be released from the chamber **60**. The release of the pressurized gas **62** produces a force, ejecting the non-gaseous mass **52** from the vehicle stabilizing device **18**.

Production of the force to eject the non-gaseous mass **52** results in an equal and opposite (reactionary) force being applied to the vehicle **2**. The non-gaseous mass **52** may, for example, be ejected in a direction that is substantially perpendicular to and away from the ground, in order to produce an appropriate groundwards force for stabilizing the vehicle **2** in response to an explosion.

The weakened portions **164** of the wall **64** control how the wall **64** breaks when the initiator **68** is activated. The clamp **165** holds the wall **64** against the circumferential wall **66** such that the pieces of the wall **64** are not ejected from the vehicle stabilizing device **18** when the wall **64** breaks. When the wall **64** fails, it breaks at the weakened portions **614** and quadrants of the wall **64** fold towards the circumferential wall **66** without being ejected. This advantageously prevents sharp pieces being directed towards any crew that may be situated in an observer role on top of the vehicle **2**.

The vehicle stabilizing device **18** illustrated in FIG. **8** comprises an inlet valve **170** and an outlet valve **172**. A compressor may, for example, be used to pump gas into the chamber **60** via the inlet valve **170**. The outlet valve **172** may be used to release gas from the chamber **172**.

In some embodiments of the invention according to FIG. **8**, the apparatus **10**/vehicle **2** may comprise a compressor and a user input device. The user input device may be configured to provide an input to the processor **13**, to cause the processor **13** to control the compressor to pump gas into the chamber(s) **60** via the inlet valve **170**. Thus, the user input device can be used to control the apparatus **10**/vehicle **2** to enter a 'live mode' when the vehicle **2** enters a hazardous situation. The outlet valve **172** may be used to cause the apparatus **10**/vehicle **2** to exit the 'live mode'. This enables the apparatus **10** to be configured so that it is only possible for the vehicle stabilizing devices **18** to be activated when the apparatus is in 'live mode'. This advantageously reduces the probability that the vehicle stabilizing devices **18** will be activated in circumstances where they are not required.

In some alternative implementations of the vehicle stabilizing device **18** illustrated in FIG. **8**, the pressurized gas **62** is inflammable. In these implementations, the initiator **68** is configured to ignite the inflammable gas (for example, by creating a spark). The increase in pressure that results from the ignition of the inflammable gas **62** causes the wall **64** to break and the non-gaseous mass **52** to be ejected from the vehicle stabilizing device **18**.

FIG. **11** illustrates a cross section of a fourth example of a vehicle stabilizing device **18**. The fourth example is similar to the third example illustrated in FIG. **8**. The fourth example is different from the third example in that the circumferential rim **153** of the inner housing **53a** does not rest directly on the shelf **154** of the outer housing **53b**. In the FIG. **10** example, the circumferential rim **153** rests on a shelf **114** of the armored shell **112** of the vehicle **2**.

FIGS. **8** and **11** illustrate vehicle stabilizing devices **18** that comprise a single chamber **60**. However, in some implementations of the invention, vehicle stabilizing devices **18** having

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multiple chambers may be provided. Adjacent chambers may be separated by walls weakened as described above in relation to FIGS. **8**, **9** and **10**.

In the multiple chamber embodiments, a pressure differential between the gas in one chamber and the gas in an adjacent chamber may be created to cause the non-gaseous mass **52** to be ejected from the vehicle stabilizing device **18**.

FIG. **12** illustrates a side view of a vehicle **2** having a structure **30** for transferring the force generated by one or more vehicle stabilizing devices **18q-18u** (in response to an explosion) towards the base **50** of the vehicle **2**. The body of the vehicle **2** defines an internal enclosure **101** for housing the occupants of the vehicle **2**. FIG. **12** illustrates a portion of the internal enclosure **101**.

A plan view of the structure **30** is illustrated in FIG. **13**. The reference numerals **102** and **106** (relating to the front and rear of the vehicle respectively) are shown in FIG. **13** to enable the reader to orientate the figure.

The vehicle **2** illustrated in FIGS. **12** and **13** comprises a cluster **184** of vehicle stabilizing devices **18q-18u**. At least one structural member **31** extends from the base **50** of the vehicle to a part of the vehicle **2** where the vehicle stabilizing devices **18q-18u** are situated. In the example illustrated in FIG. **12**, the structural member **31** extends through the internal enclosure **101** of the vehicle **2** and the vehicle stabilizing devices **18q-18u** are situated on the structural member **31**, substantially level with the roof of the vehicle **2**. In other examples, the structural member **31** may extend above the roof or the vehicle may not have a roof.

While only a single structural member **31** is illustrated in FIGS. **12** and **13**, in some implementations of the invention, a plurality of structural members may be provided. The structural member **31** illustrated in FIGS. **12** and **13** is a column. However, in other implementations of the invention, the structural member(s) need not take the same form as that illustrated in FIGS. **12** and **13**. For example, the structural member(s) may include one or more walls within the interior of the vehicle **2**.

The at least one structural member **31** is connected to the base **50** of the vehicle **2** at a surface **150** which may, for example, be an armored layer (which, for instance, may be provided by a belly plate of the vehicle **2**). The at least one structural member **31** may, for example, be welded, bolted or otherwise connected to the surface **150**. Although not shown in FIGS. **12** and **13**, a further surface may be situated above the surface **150**, upon which the occupants of the vehicle **2** may place their feet.

Some of the electronics of the apparatus **10** may be housed within the column-shaped structural member **31** in order to protect them. For example, the processor **13** and the memory **20** may be housed within the structural member **31**. The detectors **16** may also be housed within the structural member **31**. For example, if the detectors **16** are pressure detectors, each pressure detector may be interconnected with a tube extending to the exterior of the vehicle (e.g. the underside of the vehicle **2**) to enable the pressure detectors to detect pressure caused by an explosion. In order to ensure that the tubes remain open and capable of allowing the pressure detectors to detect an explosion, a compressor may be used to continuously blow compressed air through the tubes, exiting through open ends of the tubes underneath the vehicle **2**.

The at least one structural member **31** acts as a "force channeling means", channeling the force generated by the vehicle stabilizing devices **18q-18u** from the "roof level" of the vehicle **2** towards the base **50**.

The structure **30** also comprises force distributing means **40** for distributing the force generated by the vehicle stabiliz-

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ing devices **18q-18u** in a plurality of different directions across the base **50**, in order to mitigate damage to the base from the generated force.

The force distributing means **40** comprises a plurality of force distributing members **41-48** that extend outwardly, across the base **50**, from the at least one structural member **31**. For example, each of the force distributing members **41-48** may be welded, bolted or otherwise connected to the structural member **31** and the base **50** (e.g. at the surface **150**). The force distributing means **40** also comprises at least one interconnecting member **49** that interconnects each of the force distributing members **41-48**.

When the vehicle stabilizing devices **18q-18u** generate a force in response to an explosion, the force channeling means **31** channels the generated force, in a first direction, from the roof of the vehicle **2** towards the base **50**. Each of the force distributing members **41-48** then distributes the generated force across the base **50** in a plurality of directions that are substantially perpendicular to the first direction. By dispersing the generated force across the area of the base **50** in this way, damage to the base **50** is mitigated.

FIG. **14** illustrates an example of a connection between the base **50** of a vehicle **2** and the structural member **31**. In this example, the vehicle **2** is a sports utility vehicle where the chassis is separate from the body.

In the FIG. **14** illustration, a two-part belly plate **252** has been fitted to the underside of the vehicle **2**. The belly plate **252** provides two armored layers **252a** and **252b**. The first part **252a** of the belly plate **252** has been fitted to the top side of the chassis rails **260a**, **260b**. The second part **252b** of the belly plate **252** has been fitted to the underside of the chassis rails **260a**, **260b**. The belly plate **252** forms part of the base **50** and may, for example, be made from steel. One or more stiffening ribs **265a**, **265b** may be provided between the two parts **252a**, **252b** of the belly plate **252**. In the illustrated example, each of the stiffening ribs **265a**, **265b** comprises lightening holes.

In the example illustrated in FIG. **14**, structure **30** passes through the upper part **252a** of belly plate **252** and is connected to the lower part **252b** of the belly plate **252**. Force distributing means **40** (in the form of a plurality of force distributing members) connect the structural member **31** to the upper part **252a** of the belly plate **252**, and are arranged to distribute the force(s) generated by the vehicle stabilizing devices **18** across the upper part **252a** of the belly plate **252**. Further force distributing means **140** (in the form of a plurality of further force distributing members) connect the structural member **31** to the lower part **252b** of the belly plate **252**, and are arranged to distribute the force(s) generated by the vehicle stabilizing devices **18** across the lower part **252b** of the belly plate **252**.

FIG. **15** illustrates a perspective view of the connection between the base **50** of the vehicle **2** and the structural member **31**. However, in FIG. **15** the belly plate **252** is not shown for clarity reasons. Four stiffening ribs **265a-265d** are illustrated in FIG. **15**.

FIG. **16** illustrates another example of a connection between the base **50** of a vehicle **2** and the structural member **31**. In this example, the vehicle **2** is an armored vehicle. The base **50** of the vehicle **2** comprises a V-shaped hull. A belly plate **252** forms at least part of the hull of the vehicle **2**.

The structure **30** passes through the floor **51** of the vehicle **2** and an upper part **252a** of a belly plate **252**. The structure **30** is connected to a lower, v-shaped belly plate **252b** via a reinforcing plate **254b** and force distributing means **140** (in the form of a plurality of force distributing members). The force distributing members extend from the structural member **31** and are arranged to distribute the force(s) generated by

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the vehicle stabilizing devices **18** across the lower part **252b** of the belly plate **252**, with the aid of a reinforcing plate **254b**. The structural member **31** is also connected to the upper belly plate **252a** by further force distributing means **40** (in the form of a plurality of further force distributing members). The force distributing members are arranged to distribute the force(s) generated by the vehicle stabilizing devices **18** across the upper part **252a** of the belly plate **252**, with the aid of the reinforcing plate **254a**.

An optional joint **70** may be provided around an outer wall **32** of the structural member **31** and above the floor **51** of the vehicle, for support purposes.

Stiffening ribs **265a** and **265b**, including lightening holes, are provided between the parts **252a** and **252b** of the belly plate **252**.

An internal space **72** is provided between the floor **51** and the upper part **252a** of the belly plate **252** to allow for some deflection of the belly plate **252**, in the event of an explosion.

It may be that the vehicle **2** comprises one or more weapons. The firing of a weapon may result in shockwaves, causing an increase in pressure local to the vehicle **2**. The functional processing circuitry **12** may be configured to receive an input from the weapon (or other electronic circuitry connected to the weapon) indicating that the weapon has been fired. This enables the functional processing circuitry **12** to differentiate between a local increase in pressure caused by a blast shockwave from a hostile explosion, and a shockwave caused by the vehicle's weaponry.

The blocks illustrated in FIG. **5** may represent steps in a method and/or sections of code in the computer program **21**. The illustration of a particular order to the blocks does not necessarily imply that there is a required or preferred order for the blocks and the order and arrangement of the block may be varied. Furthermore, it may be possible for some steps to be omitted.

Although embodiments of the present invention have been described in the preceding paragraphs with reference to various examples, it should be appreciated that modifications to the examples given can be made without departing from the scope of the invention as claimed. For example, in some alternative embodiments of the invention, the functional processing circuitry **12** may not use stored control information to determine how to control the vehicle stabilizing devices **18** in response to a detected increase in pressure. The functional processing circuitry **12** may merely activate the vehicle stabilizing devices **18** if the input from the pressure detectors **16** indicates that the pressure has increased above a threshold level.

In the embodiments of the invention described in relation to FIGS. **12** and **13**, five separate vehicle stabilizing devices **18q-18u** are present. In an alternative embodiment illustrated in FIG. **17A**, a single vehicle stabilizing device **18g** having an annular outlet for the non-gaseous mass **52** is provided. The reference numeral **37** denotes an optional aperture in the structural member **31**. In another alternative embodiment, more than five vehicle stabilizing devices **18** may be provided. FIG. **17B** illustrates an example in which seven vehicle stabilizing devices **18a-18g** are provided. The reference numeral **37** denotes an optional aperture in the structural member **31**.

In the illustrated embodiments of the invention, the vehicle stabilizing devices **18** are attached to the roof of the vehicle **2**. However, it will be appreciated by those skilled in the art that the vehicle stabilizing devices **18** could be situated in a number of other positions in or on the vehicle **2**, such as in the wings or in the engine bay above the front wheel suspension points.

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The vehicle **2** is illustrated in FIGS. **2** and **3** as having wheels **28a** to **28d** that do not run on tracks. However, in some embodiments of the invention, the vehicle **2** may comprise wheels that run on tracks (e.g. where the vehicle **2** is a tank).

Features described in the preceding description may be used in combinations other than the combinations explicitly described.

Although functions have been described with reference to certain features, those functions may be performable by other features whether described or not.

Although features have been described with reference to certain embodiments, those features may also be present in other embodiments whether described or not.

Whilst endeavoring in the foregoing specification to draw attention to those features of the invention believed to be of particular importance it should be understood that the Applicant claims protection in respect of any patentable feature or combination of features hereinbefore referred to and/or shown in the drawings whether or not particular emphasis has been placed thereon.

The invention claimed is:

1. A vehicle, comprising:

one or more detectors positioned to detect an explosion underneath an underside of the vehicle;

a housing, positioned on an exterior surface of the vehicle that is different from the underside of the vehicle, for housing at least one projectile that is separably ejectable from the housing in an upwards direction away from ground; and

processing circuitry configured to respond to at least one input from the one or more detectors that is indicative of an explosion having occurred underneath the vehicle, by causing ejection of the at least one projectile in the upwards direction out of the housing and away from ground and the explosion, which causes a reactionary groundwards force to be applied to the vehicle in order to stabilize the vehicle in response to the explosion.

2. The vehicle as recited in claim **1**, further comprising multiple housings for housing multiple projectiles that are separately ejectable from the multiple housings in an upwards direction away from ground.

3. The vehicle as recited in claim **2**, wherein the processing circuitry is configured to respond to the at least one input from the one or more detectors that is indicative of an explosion having occurred underneath the vehicle, by causing sequential ejection of the multiple projectiles out of the multiple housings and away from ground.

4. The vehicle as recited in claim **3**, wherein the processing circuitry is configured to cause sequential ejection of the multiple projectiles in a predetermined order that depends upon the at least one input provided by the one or more detectors.

5. The vehicle as recited in claim **1**, further comprising: a structure that is configured to channel the reactionary groundwards force from the housing to a base of the vehicle; and

distributing members configured to distribute the reactionary groundwards force in a plurality of different directions across the base, in order to mitigate damage to the base from the reactionary groundwards force.

6. The vehicle as recited in claim **5**, wherein the structure extends through an internal enclosure of the vehicle.

7. A vehicle, comprising:

one or more detectors positioned to detect an explosion, local to the vehicle, occurring on or in ground;

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a housing, positioned on an exterior surface of the vehicle, for housing at least one projectile that is separably ejectable from the housing in an upwards direction away from ground; and

processing circuitry configured to respond to at least one input from the one or more detectors that is indicative of an explosion having occurred in or on ground local to the vehicle, by causing ejection of the at least one projectile in the upwards direction out of the housing and away from ground and the explosion, which causes a reactionary groundwards force to be applied to the vehicle in order to stabilize the vehicle in response to the explosion.

8. The vehicle as recited in claim **7**, wherein the processing circuitry is configured to respond to the at least one input from the one or more detectors that is indicative of an explosion having occurred in or on ground by causing the at least one projectile to be ejected within 5 milliseconds of detection of the explosion occurring in or on ground.

9. The vehicle as recited in claim **7**, wherein the processing circuitry is configured to respond to the at least one input from the one or more detectors that is indicative of an explosion having occurred in or on ground by causing the at least one projectile to be ejected within 1 millisecond of detection of the explosion occurring in or on ground.

10. The vehicle as recited in claim **7**, wherein the processing circuitry is configured to control at least one exploding detonator to cause the at least one projectile to be ejected.

11. The vehicle as recited in claim **10**, wherein the at least one exploding detonator comprises at least one explosive which is configured to cause at least one other explosive, external to the at least one exploding detonator, to detonate in order to eject the at least one projectile.

12. The vehicle as recited in claim **10**, further comprising: at least one chamber for containing pressurized gas, and the at least one exploding detonator is configured to break at least one wall of the at least one chamber to eject the at least one projectile.

13. The vehicle as recited in claim **7**, further comprising: at least one chamber for containing inflammable gas, and the processing circuitry is configured to cause ignition of the inflammable gas, in order to eject the at least one projectile.

14. The vehicle as recited in claim **7**, wherein the processing circuitry is configured to respond to the at least one input from the one or more detectors that is indicative of an explosion having occurred in or on ground by causing sequential ejection of a plurality of projectiles.

15. The vehicle as recited in claim **7**, wherein the processing circuitry is configured to decide, based on the at least one input from the one or more detectors, which projectile or projectiles to eject from a plurality of ejectable projectiles.

16. The vehicle as recited in claim **7**, wherein a direction in which the reactionary groundwards force is applied to the vehicle is opposite to the upwards direction in which the at least one projectile is ejected.

17. The vehicle as recited in claim **7**, further comprising multiple housings for housing multiple projectiles that are separately ejectable from the multiple housings in an upwards direction away from ground.

18. The vehicle as recited in claim **17**, wherein the processing circuitry is configured to respond to the at least one input from the one or more detectors that is indicative of an explosion having occurred in or on ground local to the vehicle, by causing sequential ejection of the multiple projectiles out of the multiple housings and away from ground.

19. The vehicle as recited in claim **18**, wherein the processing circuitry is configured to cause sequential ejection of the

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multiple projectiles in a predetermined order that depends upon the at least one input provided by the one or more detectors.

20. A method, comprising:

receiving at least one input from one or more detectors that is indicative of an explosion having occurred in or on ground local to a vehicle; and

responding to the at least one input from the one or more detectors that is indicative of an explosion having occurred in or on ground local to the vehicle by causing ejection of at least one projectile, housed in a housing positioned on an exterior surface of the vehicle, in an upwards direction out of the housing and away from ground and the explosion, which causes a reactionary groundwards force to be applied to the vehicle in order to stabilize the vehicle in response to the explosion.

21. The method as recited in claim **20**, further comprising sequentially ejecting a plurality of projectiles in response to detection of the explosion occurring in or on ground.

22. An apparatus, comprising:

one or more detectors for detecting an explosion underneath an underside of a vehicle;

a housing, positionable on an exterior surface of the vehicle that is different from the underside of the vehicle, for housing at least one projectile that is separately ejectable from the housing in an upwards direction away from ground when the housing is positioned on an exterior surface of the vehicle; and

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processing circuitry configured to respond to at least one input from the one or more detectors that is indicative of an explosion having occurred underneath the vehicle, by causing ejection of the at least one projectile in the upwards direction out of the housing and away from ground and the explosion, which causes a reactionary groundwards force to be applied to the vehicle in order to stabilize the vehicle in response to the explosion.

23. An apparatus, comprising:

one or more detectors for detecting an explosion, local to a vehicle, occurring on or in ground;

a housing, positionable on an exterior surface of the vehicle, for housing at least one projectile that is separately ejectable from the housing in an upwards direction away from ground when the housing is positioned on an exterior surface of the vehicle; and

processing circuitry configured to respond to at least one input from the one or more detectors that is indicative of an explosion having occurred in or on ground local to the vehicle, by causing ejection of the at least one projectile in the upwards direction out of the housing and away from ground and the explosion, which causes a reactionary groundwards force to be applied to the vehicle in order to stabilize the vehicle in response to the explosion.

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